
AVIATION LEGISLATION
Hassanloo
AVIATION LEGISLATION
FOR MAINTENANCE STAFF
Rev.: 10
JUN 2024
Rev.: 10 , Date: JUN 2024
FOR TRAINING PURPOSES ONLY
M. Hassanloo

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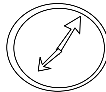

AVIATION LEGISLATION
بقيه الله خير لكم ان كنتم مومنين
1
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Who is standing in front of you?



Housekeeping



Punctuality



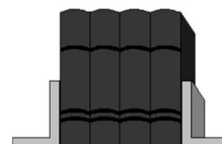
Phones



Examination



Certificates



Documentation

Sample

Course title

Subject

> The organisation shall have a maintenance man-hour plan showing that the organisation has <u>sufficient staff</u> to plan, perform, supervise, inspect and quality monitor the organisation in accordance with the approval.

Requirement

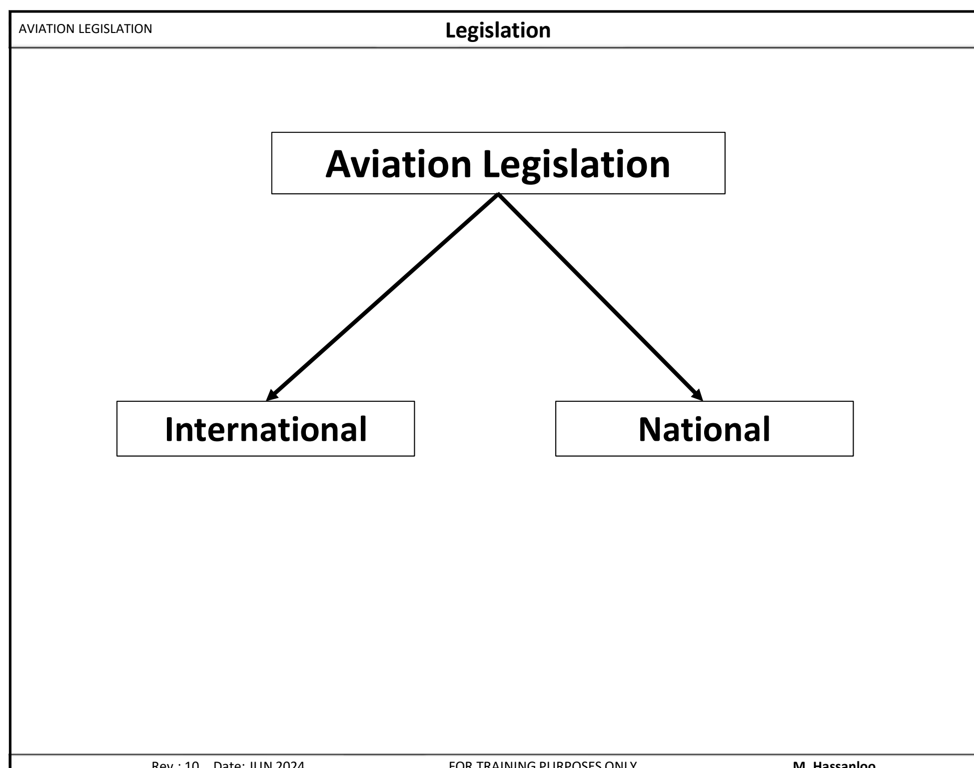
Revision & Date

Important note

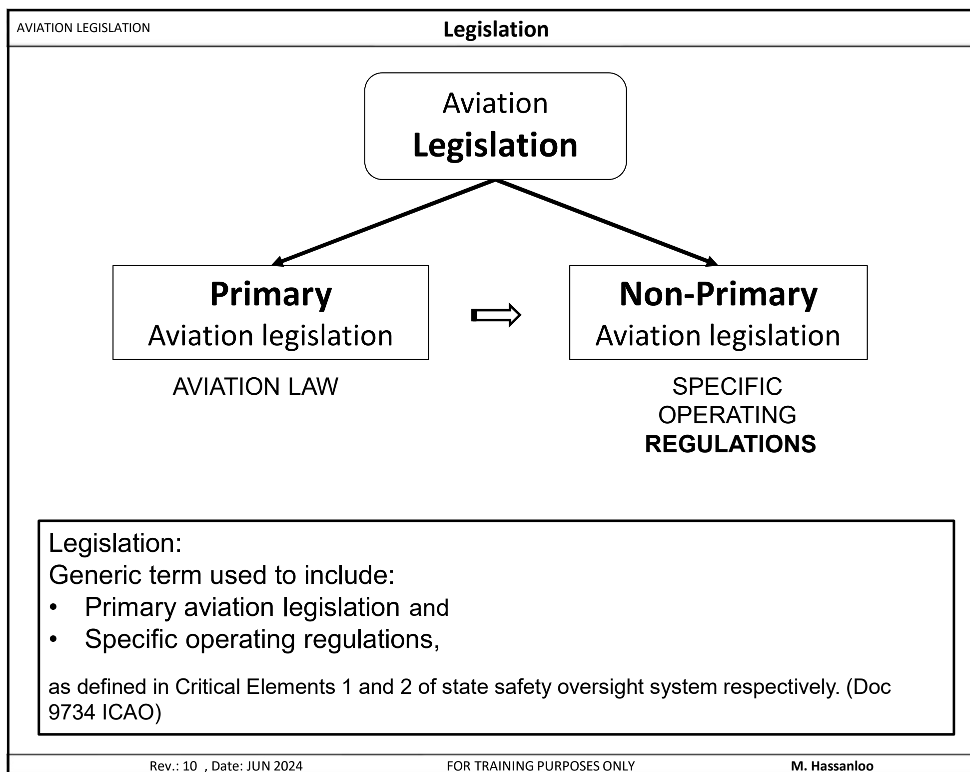
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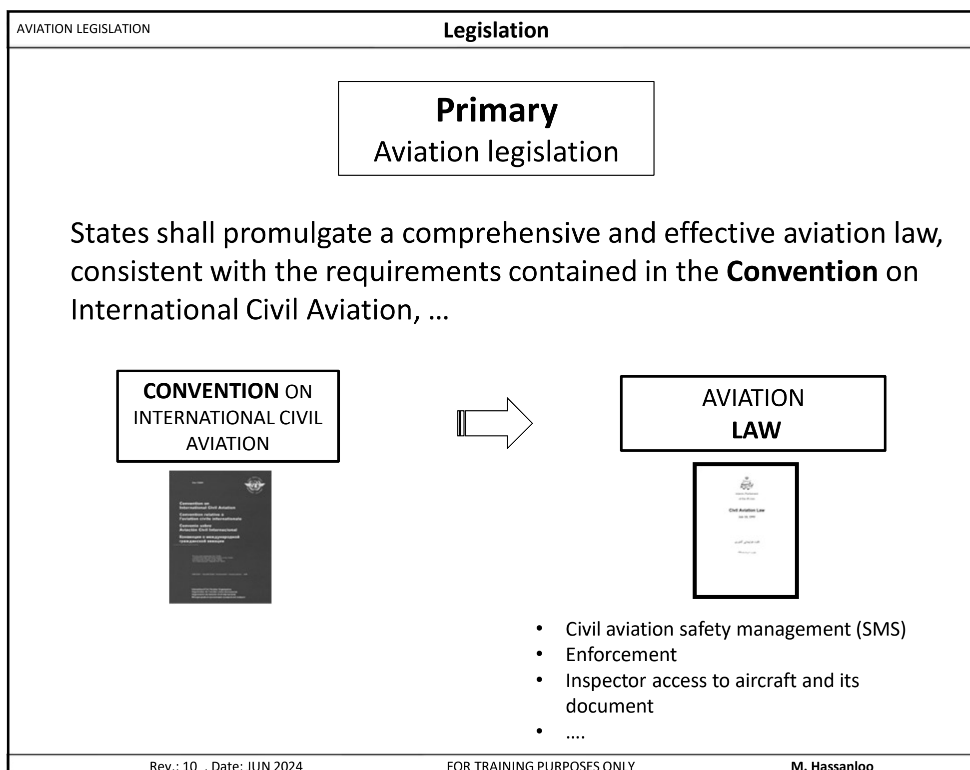
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AVIATION LEGISLATION
Legislation
Aviation
Legislation
Primary
Aviation legislation
Non-Primary
Aviation legislation
AVIATION LAW
SPECIFIC
OPERATING
REGULATIONS
Legislation:
Generic term used to include:
• Primary aviation legislation and
• Specific operating regulations,
as defined in Critical Elements 1 and 2 of state safety oversight system respectively. (Doc 9734 ICAO)
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AVIATION LEGISLATION
Legislation
Primary
Aviation legislation
States shall promulgate a comprehensive and effective aviation law, consistent with the requirements contained in the Convention on International Civil Aviation, …
CONVENTION ON INTERNATIONAL CIVIL AVIATION
AVIATION
LAW
• Civil aviation safety management (SMS)
• Enforcement
• Inspector access to aircraft and its document
• ….
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Legislation

Primary
Aviation legislation

Islamic Parliament of the IR.Iran
Civil Aviation Law
July 18, 1949
قانون هواپیمایی کشوری

2018 EDITION
AIR NAVIGATION ACT 1920 (AUSTRALIA)

STATE OF QATAR
CIVIL AVIATION AUTHORITY
LAW No. 15
OF 2002 ON CIVIL AVIATION

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Legislation

Non-Primary
Aviation legislation

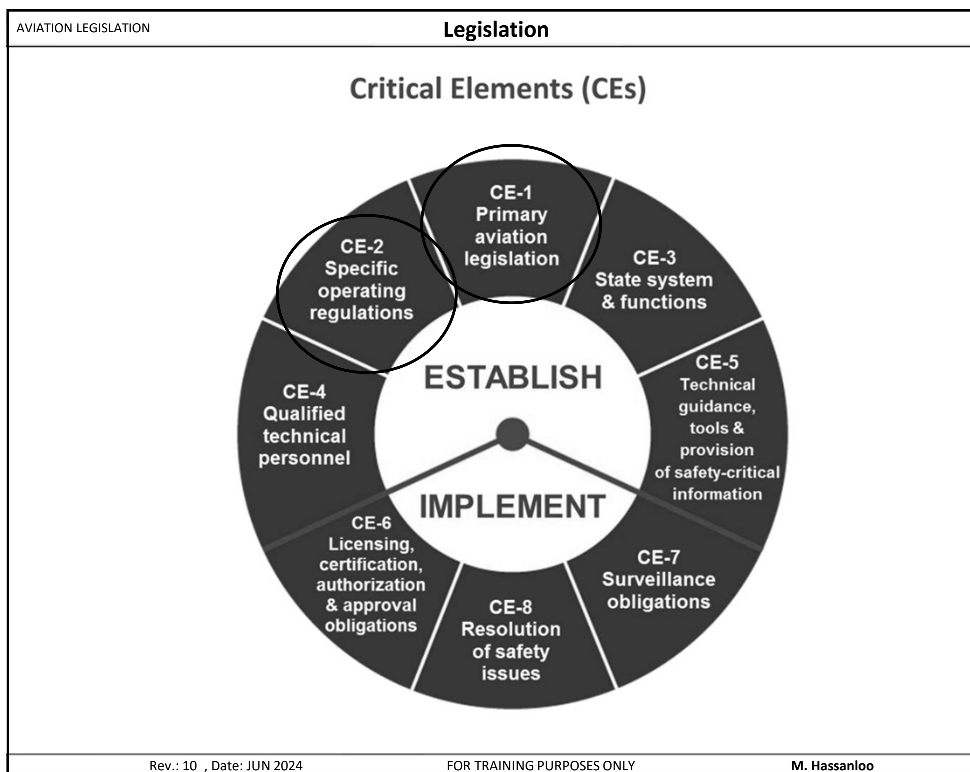
Specific operating regulations

"National requirements" emanating from the primary aviation legislation, in conformity with the **Annexes** to the Convention on International Civil Aviation.

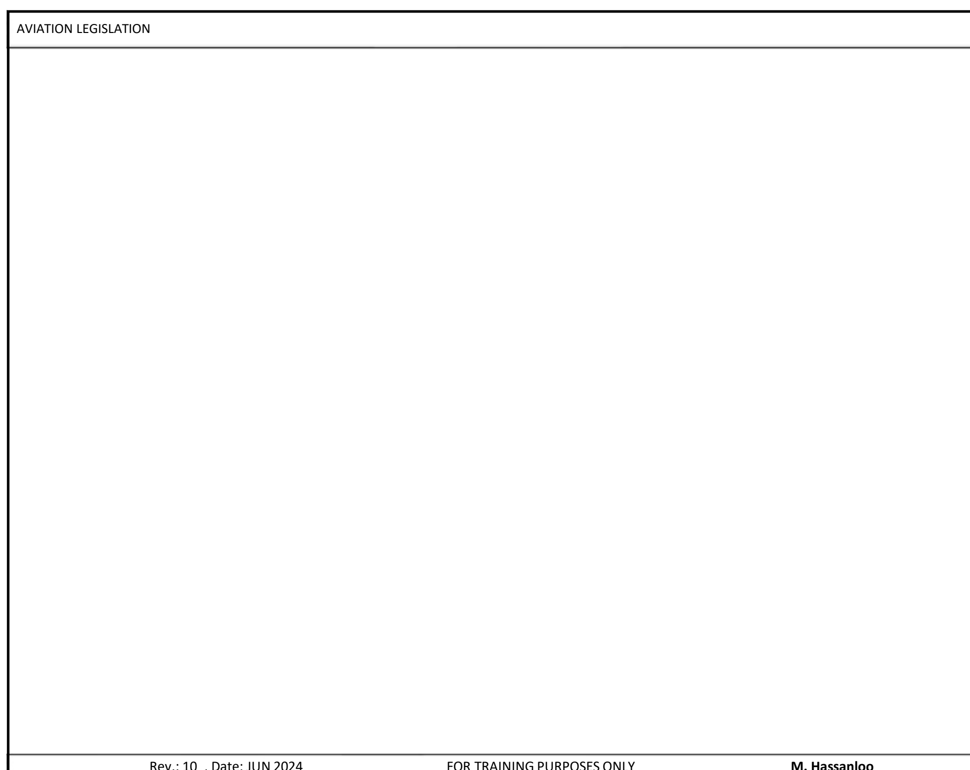
Convention
ANNEXES (1-19)

Specific operating regulations =
National requirements

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AVIATION LEGISLATION
Legislation
Critical Elements (CEs)
CE-1
Primary
aviation
legislation
CE-2
Specific
operating
regulations
CE-3
State system
& functions
CE-4
Qualified
technical
personnel
CE-5
Technical
guidance,
tools &
provision
of safety-critical
information
ESTABLISH
IMPLEMENT
CE-6
Licensing,
certification,
authorization
& approval
obligations
CE-7
Surveillance
obligations
CE-8
Resolution
of safety
issues
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Chicago Convention

پیمان شیکاگو

Doc 7300/9

Convention on International Civil Aviation
Convention relative à l'aviation civile internationale
Convenio sobre Aviación Civil Internacional
Конвенция о международной гражданской авиации

International Civil Aviation Organization
Organisation de l'aviation civile internationale
Organización de Aviación Civil Internacional
Международная организация гражданской авиации

96 articles (4 parts, 22 chapters)

19 Annexes

Chicago Convention

- Drafted in 1944 by 54 nations, in Chicago (Doc 7300)
- Led to the creation of ICAO (4 April 1947)
- Structured, transparent and multi-stage process to develop more than 12,000 SARPs under 19 Annexes to the Chicago Convention

Link to Chicago Convention: http://www.icao.int/publications/Pages/doc7300.aspx

پیمان بین‌المللی هواپیمایی کشوری منعقده در شیکاگو در تاریخ ۷ دسامبر ۱۹۴۴[1]

مقدمه

نظر به این که پیشرفت و توسعه هواپیمایی کشوری بین‌المللی درآینده می‌تواند کمک زیادی برای ایجاد و حفظ مودت و حسن تفاهم بین ملل و مردم دنیا باشد و در عین حال سوءاستفاده از آن ممکن است موجب اختلاف امنیت عمومی گردد و نظر به این که دولت‌های امضاء کننده این قرارداد علاقمند هستند که از تصادم اجتناب نموده و همکاری بین ملل و مردم را که آرامش و امنیت جهان متکی به آن است توسعه بدهند لذا دول امضاء کننده ذیل نسبت به پاره‌ای اصول و ترتیبات برای این که هواپیمایی کشوری بین‌المللی در وضع مطمئن و منظم توسعه یابد توافق حاصل کردند همچنین توافق حاصل نمودند که سرویس‌های حمل‌ونقل هواپیمایی بین‌المللی ممکن است براساس تساوی موقعیت استقرار یافته و با اصول محکم اقتصادی عمل نماید بنابر مراتب مزبور این قرارداد را به این منظور منعقد نمودند.

قسمت اول- ناوبری هوایی

فصل اول- اصول کلی و اجرای قرارداد

حق حاکمیت

ماده ۱- کشورهای متعاهد قبول دارند که هر کشور حق حاکمیت تام و مطلق نسبت به فضای مافوق قلمرو خود دارد.

قلمرو

ماده ۲- در نظر این قرارداد قلمرو یک کشور عبارت خواهد بود از اراضی و آب‌های ساحلی متصل به آن که تحت حاکمیت یا قیمومیت، حمایت و یا تحت‌الحمایگی آن قرار دارد.

SARPs Meaning

<u>Standard:</u> The **uniform** observance of which is **<u>necessary</u>** and in respect of which **<u>non-compliance must be notified</u>** in accordance with **Article 38**.

<u>STANDARD → “SHALL” in provision</u>

<u>Recommended Practice</u>: The observance of which is **<u>highly desirable</u>** and to which Contracting States will **<u>endeavour to conform</u>**.

<u>RP → “SHOULD” in provision</u>

i) *Protection of the flight crew compartment from smoke and fumes.*

1) For aeroplanes of a maximum certificated take-off mass in excess of 45 500 kg or with a passenger seating capacity greater than 60, means shall be provided to minimize entry into the flight crew compartment of smoke, fumes and noxious vapours generated by an explosion or fire on the aeroplane.

2) **Recommendation.—** *For aeroplanes of a maximum certificated take-off mass in excess of 5 700 kg but not exceeding 45 500 kg, means should be provided to minimize entry into the flight crew compartment of smoke, fumes and noxious vapours generated by an explosion or fire on the aeroplane.*

Annexes of Chicago Convention



Annexes of Chicago Convention

ضمیمه 1: حاوی قوانین و مقررات بین المللی در زمینه آموزش و امتحان برای صدور گواهینامه های خلبانی، مهندسی پرواز و تعمیر و نگهداری هواپیما و گواهینامه های مربوط به تعمیر و نگهداری وسایل رادیویی و دستگاه های ناوبری و آلات دقیق هواپیما وهمچنین گواهینامه های مراقبت پرواز و عملیات شرکت های هواپیمایی میباشد.

(Personnel Licensing)

ضمیمه 2- قواعد و مقررات بین المللی برای خلبانان و کارکنان مراقبت پرواز درزمینه بعضی از نکات که در هوا باید مورد توجه قرار گیرد، میباشد.از جمله این قواعد ومقررات حق تقدم هواپیما ها نسبت به یکدیگر در هواست.

(Rules of the Air)

ضمیمه 3- در مورد هواشناسی وحاوی مقررات بین المللی درزمینه هواشناسی هواپیمایی میباشد.

(Meteorological service for International Air Navigation)

ضمیمه 4- در زمینه نحوه تهیه و انتشار نقشه های هواپیمایی می باشد
(Aeronautical Charts)

ضمیمه 5- واحد های اندازه گیری مورد استفاده در هواپیمایی کشوری را مشخص کرده است
(Units of Measurement to be used in Air and Ground Operations)

ضمیمه 6- مربوط به عملیات هواپیمایی میباشد و در آن مقررات بین المللی مربوط به نحوه کار شرکت های هواپیمایی و نحوه استفاده از هواپیما از لحاظ عملیاتی درج گردیده است.
(Operation of Aircraft-Airplanes)

این ضمیمه دارای دو بخش است:
- یک بخش مربوط به عملیات شرکت های هواپیمایی است که در مقابل دریافت وجه بهره برداری مینماید.
- بخش دیگرمربوط به عملیات هواپیمایی میباشد که جنبه خصوصی دارند و مجاز به دریافت وجهی برای حمل بار و مسافر نیستند که به General Aviation معروف هستند.

ضمیمه 7- در این انکس مقررات بین المللی ثبت هواپیماها درج شده و علامت ثبت تخصیص یافته به کشور های مختلف جهان و همچنین مقررات مربوط به نحوه رنگ آمیزی علایم ثبت و شناسایی مشخص شده است.
(Aircraft Nationality and Registration Marks)

ضمیمه 8- حاوی مقررات صلاحیت پروازی بین المللی و ساخت و نگهداری هواپیما می باشد
(Airworthiness of Aircraft)

ضمیمه 9- حاوی مقررات بین المللی در مورد تسهیلات رفت و آمد مسافرین و ترخیص بار مانند مقررات گمرکی و گذرنامه میباشد
(Facilitations)

ضمیمه 10- حاوی مقررات مربوط به ساخت و نصب و نگهداری دستگاه های ارتباطی وناوبری و رادار و نحوه تهیه و مخابره تلکس های هواپیمایی میباشد.
(Telecommunications)

ضمیمه 11- حاوی مقررات مراقبت پرواز است.
(Air Traffic Services)

ضمیمه 12- حاوی مقررات تجسس و نجات میباشد
(Search and Rescue)

ضمیمه 13- این ضمیمه حاوی استاندارد ها و توصیه های ایکائو برای بررسی سوانح و حوادث بمنظور پیشگیری از تکرار وقوع آن می باشد.
(Aircraft Accident and Incident Investigation)

ضمیمه 14- در این ضمیمه خصوصیات فرودگاههای بین المللی از نظر حداقل طول و عرض و استقامت باند و تاکسی رو ها و سایر محموله های فرودگاهی و همچنین مقررات بین المللی احتراز از نصب موانع در فرودگاه ها و نیز حداقل احتیاجات آتش نشانی و بعضی از سایر خدمات فرودگاهی درج شده است .
(Aerodromes)

ضمیمه 15- حاوی مقررات بین المللی در مورد دریافت بررسی و انتشار اطلاعات هواپیمایی از طریق صدور نوتم و تهیه کتاب A.I.P (کتاب اطلاعات هواپیمایی کشوری) می باشد.
(Aeronautical Information Services)

ضمیمه 16- حاوی مقررات بین المللی احتراز از صدای نا هنجار هواپیماها(NOISE)واحتراز از آلوده کردن محیط زیست از طریق مواد سمی خروجی از Exhaustموتور میباشد
(Environmental Protection)

ضمیمه 17- حاوی مقررات بین المللی در زمینه امنیت هواپیمایی میباشد و هدف آن وضع مقررات درموردهواپیما ربایی و اقدامات خرابکاری درهواپیمایی است
(Security)

ضمیمه 18- مقررات بین المللی بسته بندی،انبار کردن و حمل بی خطر کالا های خطرناک
(The safe Transport of Dangerous Goods by Air)

ضمیمه 19- به الزامات دولتها در خصوص مدیریت ایمنی و مواردی از قبیل برنامه جامع ایمنی هوانوردی کشور (SSP)، سیستم مدیریت ایمنی (SMS) جمع آوری داده های ایمنی، تجزیه و تحلیل و تبادل آنها در صنعت هوانوردی می پردازد.
(Safety Management)

Air Freedom Rights

1st
2nd
3rd
4th
5th
6th
modified 6th
7th
8th
9th

آزادی اول : آزادی عبور هواپیماهای یک کشور از قلمروی هوائی یک کشور دیگر بدون اینکه هواپیما حق فرود داشته باشد.

آزادی دوم : آزادی عبور هواپیماهای یک کشور از قلمروی هوائی دولت بیگانه با امکانات فرود با مقاصد غیر بازرگانی مانند تعمیر و سوختگیری .

آزادی سوم : هواپیما حق دارد مسافر و باری که از کشور متبوع خود سوار و یا حمل کرده در کشور مقصد پیاده کند .

آزادی چهارم : هواپیما حق دارد مسافر و باری که از یکی از کشورهای عضو (عضو ایکائو) سوار و یا حمل کرده و در کشور خود پیاده یا تخلیه کند .

آزادی پنجم : هواپیما حق دارد مسافر و بار را از هر کشوری به مقصد هر کشور دیگر حمل و یا سوار نماید.

آزادی ششم : حق سوار نمودن مسافر و بارگیری کالا میان دو کشور مختلف .

آزادی هفتم : حق سوار کردن مسافر و بارگیری کالا در داخل یک کشور غیر .

اصل کابوتاژ : کشورها حق ندارند امتیاز انحصاری حمل و نقل مسافر و محصولات پستی در مبدا و مقصد داخلی کشورهای دیگر را کسب نمایند.

نکته: ممکن است اینطور تصور شود که آزادی هفتم به نظر مغایر با اصل کابوتاژ است ولی در اصل کابوتاژ امتیاز انحصاری حمل و نقل هوائی در یک کشور به کشور غیر قابل واگذاری نیست و شرکتی می تواند بدون انکه امتیاز انحصاری دریافت کند در یک کشور بیگانه خدمات حمل و نقل هوائی رو ارائه کند

ICAO

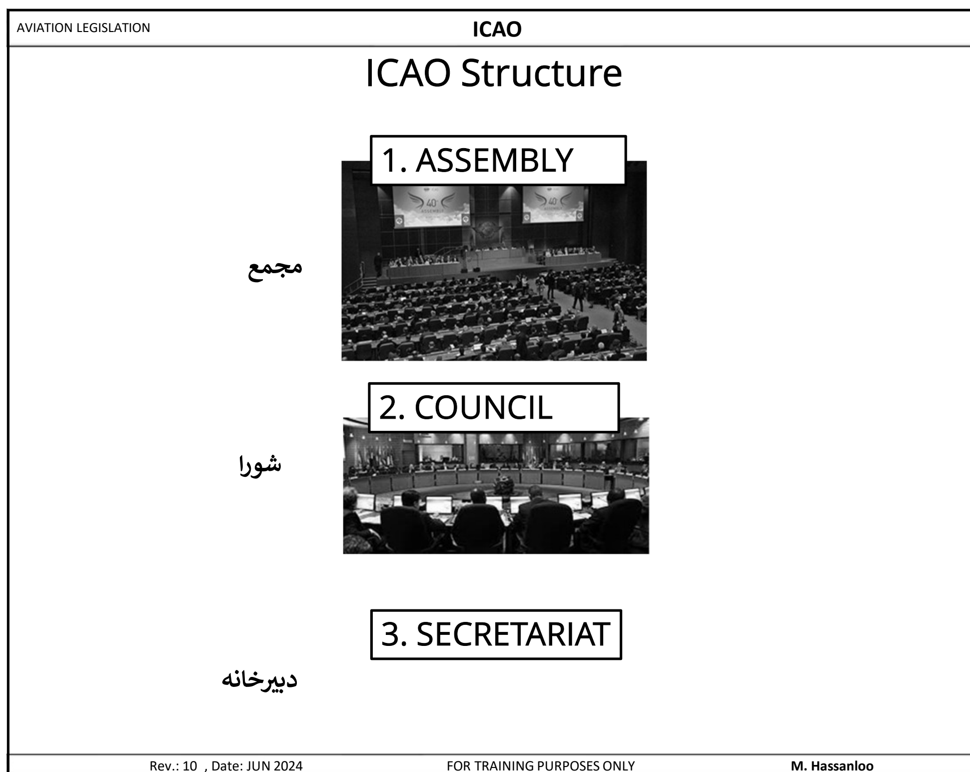
Headquarters: Montreal, Quebec, Canada

Specialized organizations/Agencies
of the UN

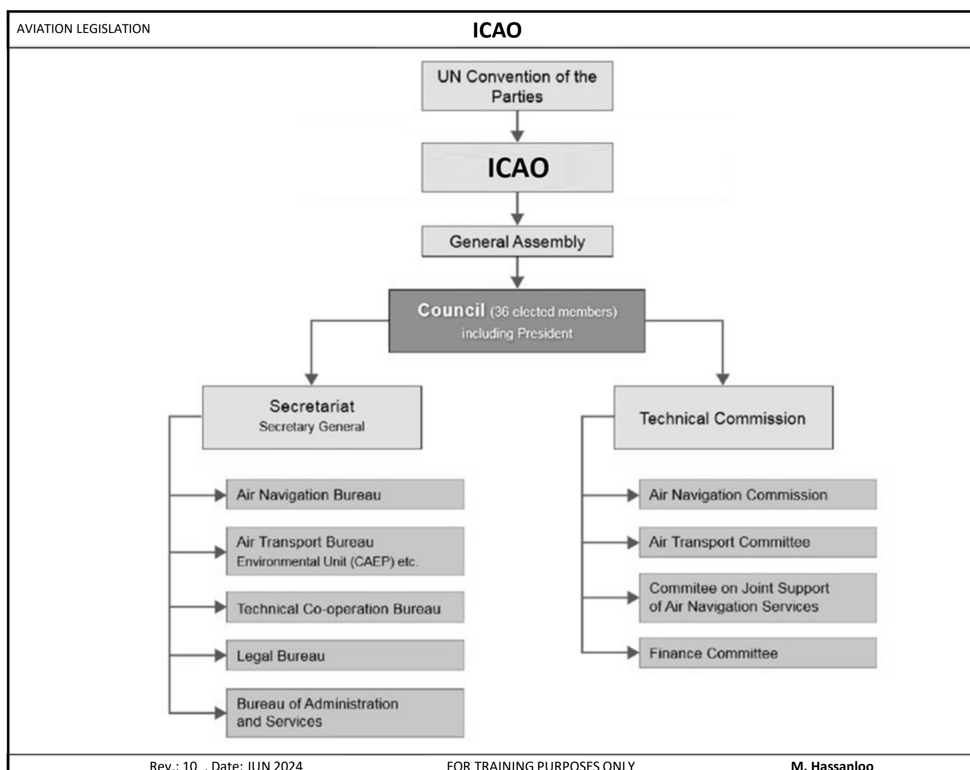
United Nations

UNESCO WHO ILO UPU ICAO WMO IMO IAEA

WB UNWTO FAO IFAD UNIDO WIPO WFP IMF


AVIATION LEGISLATION
ICAO
ICAO Structure
1. ASSEMBLY
مجمع
2. COUNCIL
شورا
3. SECRETARIAT
دبیرخانه
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AVIATION LEGISLATION
ICAO
UN Convention of the Parties
ICAO
General Assembly
Council (36 elected members) including President
Secretariat
Secretary General
Air Navigation Bureau
Air Transport Bureau
Environmental Unit (CAEP) etc.
Technical Co-operation Bureau
Legal Bureau
Bureau of Administration and Services
Technical Commission
Air Navigation Commission
Air Transport Committee
Commitee on Joint Support of Air Navigation Services
Finance Committee
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1. ASSEMBLY

Member States: 193, Council Member States (*): 36								
Afghanistan	Albania	Algeria	Germany (*)	Ghana (*)	Greece	Papua New Guinea	Paraguay	Peru
Andorra	Angola	Antigua and Barbuda	Grenada	Guatemala	Guinea	Philippines	Poland	Portugal
Argentina (*)	Armenia	Australia (*)	Guinea-Bissau	Guyana	Haiti	Qatar (*)	Republic of Korea (*)	Republic of Moldova
Austria (*)	Azerbaijan	Bahamas	Honduras	Hungary	Iceland (*)	Romania (*)	Russian Federation	Rwanda
Bahrain	Bangladesh	Barbados	India (*)	Indonesia	Iran (Islamic Republic of)	Saint Kitts and Nevis	Saint Lucia	Saint Vincent and the Grenadines
Belarus	Belgium	Belize	Iraq	Ireland	Israel	Samoa	San Marino	Sao Tome and Principe
Benin	Bhutan	Bolivia (*)	Italy (*)	Jamaica (*)	Japan (*)	Saudi Arabia (*)	Senegal	Serbia
Bosnia and Herzegovina	Botswana	Brazil (*)	Jordan	Kazakhstan	Kenya	Seychelles	Sierra Leone	Singapore (*)
Brunei Darussalam	Bulgaria	Burkina Faso	Kiribati	Kuwait	Kyrgyzstan	Slovakia	Slovenia	Solomon Islands
Burundi	Cabo Verde	Cambodia	Lao People's Democratic Republic	Latvia	Lebanon	Somalia	South Africa (*)	South Sudan
Cameroon	Canada (*)	Central African Republic	Lesotho	Liberia	Libya	Spain (*)	Sri Lanka	Sudan
Chad	Chile (*)	China (*)	Lithuania	Luxembourg	Madagascar	Suriname	Sweden	Switzerland
Colombia	Comoros	Congo	Malawi	Malaysia (*)	Maldives	Syrian Arab Republic	Tajikistan	Thailand
Cook Islands	Costa Rica	Côte d'Ivoire	Mali	Malta	Marshall Islands	Timor-Leste	Togo	Tonga
Croatia	Cuba	Cyprus	Mauritania (*)	Mauritius	Mexico (*)	Trinidad and Tobago	Tunisia	Türkiye
Czechia	Democratic People's Republic of Korea	Democratic Republic of the Congo	Micronesia (Federated States of)	Monaco	Mongolia	Turkmenistan	Tuvalu	Uganda
Denmark	Djibouti	Dominica	Montenegro	Morocco	Mozambique	Ukraine	United Arab Emirates (*)	United Kingdom (*)
Dominican Republic	Ecuador	Egypt (*)	Myanmar	Namibia	Nauru	United Republic of Tanzania	United States (*)	Uruguay
El Salvador (*)	Equatorial Guinea (*)	Eritrea	Nepal	Netherlands	New Zealand	Uzbekistan	Vanuatu	Venezuela (Bolivarian Republic of) (*)
Estonia	Eswatini	Ethiopia (*)	Nicaragua	Niger	Nigeria (*)	Viet Nam	Yemen	Zambia
Fiji	Finland	France (*)	North Macedonia	Norway	Oman	Zimbabwe (*)		
Gabon	Gambia	Georgia	Pakistan	Palau	Panama			

193 States

2. COUNCIL

Presidents of the Council

Edward Warner 1947-1957
Walter Binaghi 1957-1976
Assad Kotaite 1976-2006
Roberto K. González 2006-2013
Olumuyiwa B. Aliu 2014-2019
Salvatore Sciacchitano 2020-Present

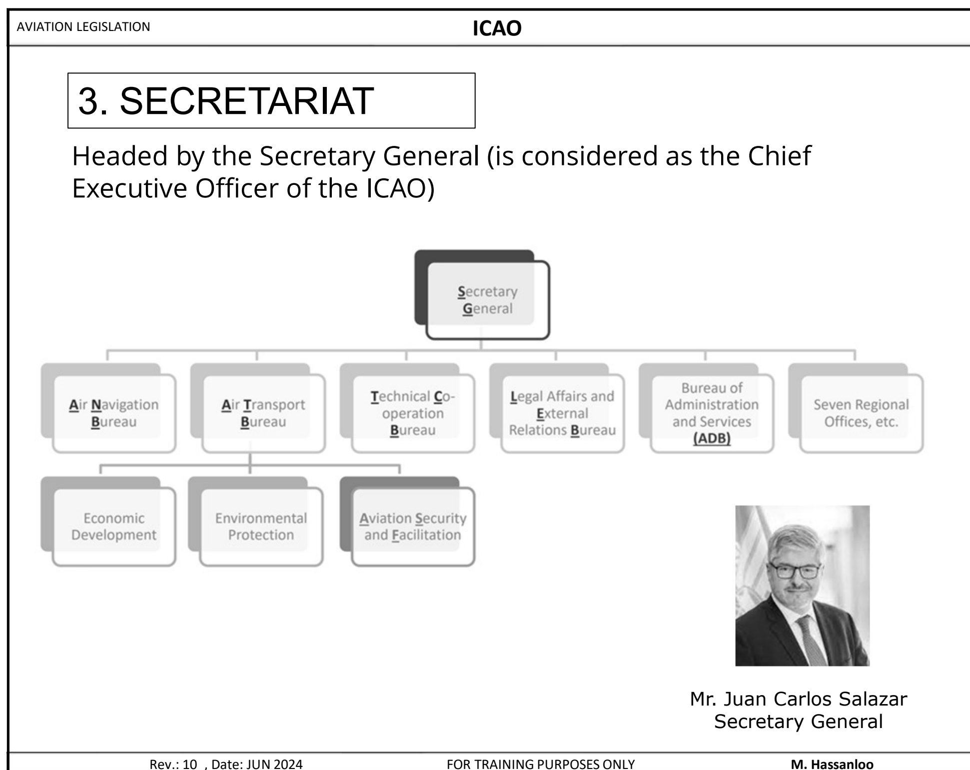
2. COUNCIL

Group I (Chief Importance)	Group II (Large Contributions)	Group III (Geographic Representations)
Australia Brazil Canada China France Germany Italy Japan United Kingdom United States	Argentina Austria Egypt Iceland India Mexico Nigeria Saudi Arabia Singapore South Africa Spain Venezuela	Bolivia Chile El Salvador Equatorial Guinea Ethiopia Ghana Jamaica Malaysia Mauritania Qatar South Korea Romania United Arab Emirates Zimbabwe

2024

3. SECRETARIAT

Headed by the Secretary General (is considered as the Chief Executive Officer of the ICAO)



Mr. Juan Carlos Salazar
Secretary General

3. SECRETARIAT

Albert Roper
Carl Ljungberg
Shivinder Singh Sidhu
Philippe Rochat
Ronald MacAlister Macdonnell
Bernardus Tieleman Twigt
Renato Cláudio Costa Pereira
M. Taïeb Chérif
Assad Kotaite
Yves Lambert
Raymond Benjamin
Fang Liu
Juan Carlos Salazar

Air Navigation Commission

19 members

The Air Navigation Commission (ANC) considers and recommends SARPs and Procedures for Air Navigation Services (PANS) for adoption or approval by the ICAO Council.

The Commission is composed of 19 members.
They are nominated by specific ICAO Member States, and appointed by the Council, they do not represent the interest of any particular State or Region.

Air Navigation Commission

Mr. Junrong Liang
President
AIR NAVIGATION COMMISSION (ANC)

Air Transport Commission

The Air Transport Committee is the second subordinate body of the ICAO Council specifically provided by the Chicago Convention.

Note: Article 54 of the Chicago Convention does not clearly define the role of the Air Transport Committee

Dr. Shefali Juneja
Chairman of
the Air Transport Committee

Iranian
Civil Aviation Regulation
Structure

CAO IRI' S Specific Operating Regulation

- Initial Air Worthiness: Part 21, CSs
- Continuing Air Worthiness: Part M, Part 145, Part 66, Part 147
- AirCrew: Part FCL, Part MED, Part CC, Part ARA, Part ORA
- Air Operation: Part DEF, Part ARO, Part ORO, Part CAT, Part SPA, Part NCC, Part NCO, Part SPO
- Air Navigation Services: DEF, ATS, MET, AIS, OAT, CNS, ATFM, ASM, PERS
- Aerodromes: DEF, Part-ADR.AR, Part-ADR.OR, Part-ADR.OPS
- Standard Rules Air: In progress
- مقررات بررسی سوانح و حوادث هوایی: In progress



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Iranian Civil Aviation regulation structure

قانون
هواپیمایی کشوری
(مصوب مجلس 1328)

آیین نامه هیئت وزیران/ ICAR
(مصوب هیئت وزیران)

دستورالعمل / مقررات هواپیمایی کشوری
Part-21, 147, 66, 145, M
CADs, AirOPS, Aircrew
(مصوب ریاست سازمان)
Specific Operating Regulation

AMC (Acceptable means of compliance) **, GM** (Guidance Material)
CS (Certification Specification)
(مصوب ریاست سازمان)

Circular?,
AirOPS is not a Part,
CAD= Civil Aviation Directive,



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Iranian Civil Aviation regulation structure

Islamic Parliament
of the IR.Iran

Civil Aviation Law
July 18, 1949

قانون هواپیمایی کشوری

مصوبات هیئت
وزیران

ICAR-108
آیین نامه اجرایی کارخانه ها و تعمیر
گاههای مربوط به هواپیمایی و
قابلیت پرواز هواپیماها
۱۳۹۹

سازمان هواپیمایی کشوری
ISLAMIC REPUBLIC OF IRAN
CIVIL AVIATION ORGANIZATION

Iranian Civil Aviation regulation structure

Islamic Parliament
of the IR.Iran

Civil Aviation Law
July 18, 1949

قانون هواپیمایی کشوری

مصوب ۱ مرداد ماه ۱۳۲۸

Iranian Civil Aviation regulation structure

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Iranian Civil Aviation regulation structure

قانون هواپیمایی کشوری
مصوب ۱ مرداد ماه ۱۳۲۸

۳۵ ماده شامل:

- **تعریف هواپیما ،**
- **دامنه شمول قانون ،**
- **حق حاکمیت بر فضا ،**
- **تکالیف دولت در حوزه هواپیمایی ،**
- **تشکیل سازمان هواپیمایی کشوری و وظایف آن ،**
- **شورای عالی هواپیمایی و وظایف آن ،**
- **پرواز هواپیماهای ایرانی و خارجی بر فراز ایران ،**
- **اعمال محدودیت در آسمان ایران ،**
- **ثبت و لغو ثبت هواپیما ، شرایط به پرواز در آوردن هواپیمای ثبت شده ،**
- **تخلف از مقررات مندرج در قانون هواپیمایی کشوری ،**
- **پروانه بهره برداری ،**
- **فرودگاهها ،**
- **تملک اراضی و ممنوعیت ساخت و ساز اطراف فرودگاهها ،**
- **آیین نامه های اجرایی قانون هواپیمایی کشوری ،**
- **اخلال در امور هواپیمایی و مجازات،**
- **صلاحیت رسیدگی به جنایات و اعمال مجازات .**

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ماده ۱ – منظور از هواپیما که در این قانون ذکر می‌شود وسیله نقلیه‌ای است که بتواند در نتیجه عکس‌العمل هوا خود را در فضا نگهدارد.

‘Aircraft’ means any machine that can derive support in the atmosphere from the reactions of the air other than reactions of the air against the earth's surface;

ماده ۲ – این قانون مربوط به هواپیماهای کشوری است و شامل هواپیماهای نظامی نمی‌باشد.

ماده ۳ – دولت حق حاکمیت مطلق و انحصاری در فضای بالای خاک کشور و بالای آبهای ساحلی آن را دارا می‌باشد.

Convention:
Article 3
This Convention shall be applicable only to state aircraft civil aircraft and shall **not** be applicable to state aircraft .

Aircraft used in military, customs and police services shall be deemed to be state aircraft.

Iranian Civil Aviation regulation structure

ماده ۵ – برای اجرای این قانون سازمان مستقلی بنام سازمان هواپیمایی کشوری وابسته به وزارت راه و شهرسازی تأسیس میشود.

...

وظایف عمده سازمان مزبور به قرار زیر میباشد:

الف– ایجاد، توسعه، بهره برداری و نگهداری فرودگاهها و دستگاههای ناوبری و مخابراتی، رادیوئی و تلگرافی و تلفنی که مخصوص تنظیم رفت و آمد هواپیماها و تأمین بی خطری پرواز آنها میباشد و بطور کلی هر نوع نظارت و مساعدتی که به منظور پیشرفت هواپیمایی کشوری و تأمین بی خطری پرواز لازم باشد.

ب – نظارت در فعالیت هواپیمایی کشوری طبق مقررات مربوط به منظور جلوگیری از وقوع مخاطرات و رقابتهای مضره بین متصدیان حمل و نقل هوائی و حفظ مصالح عمومی.

ج– تربیت متخصصین فنی هواپیمایی کشوری با هماهنگی دستگاههای ذیربط.

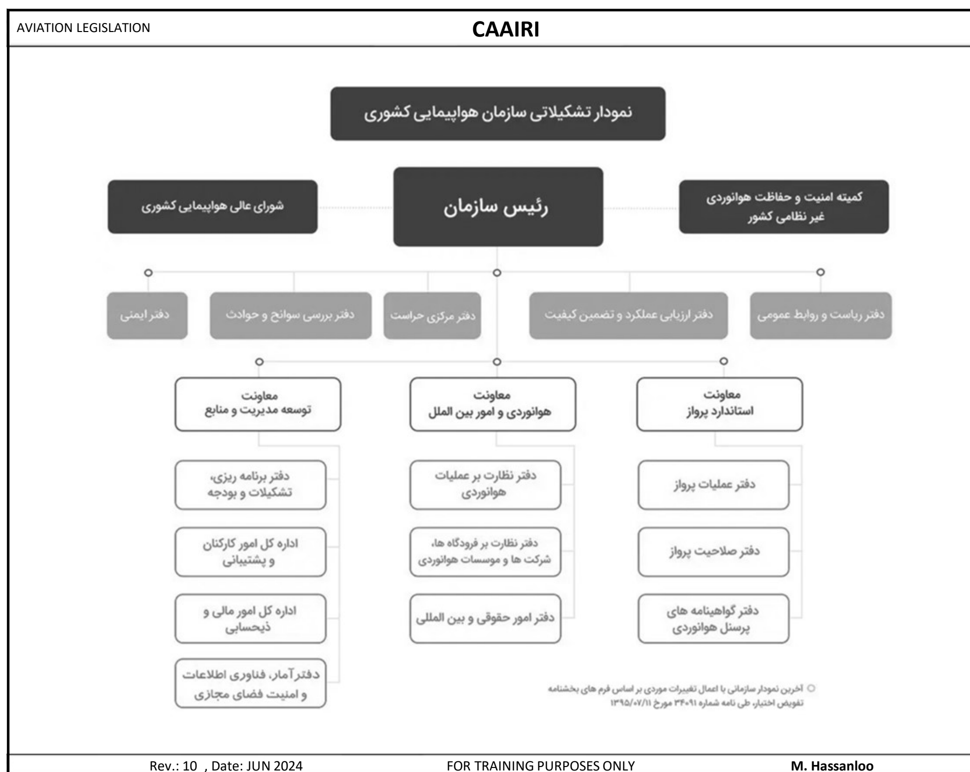
د– اهتمام در پیشرفت و توسعه هواپیمایی کشوری و تشویق صنایع مربوطه.

هـ– مطالعات در تحقیقات علمی و فنی در مسائل مربوط به هواپیمایی کشوری و ایجادتسهیلات و تشویق افراد و مؤسسات صلاحیت دار به انجام این امور و تهیه موجبات آن.

و– تهیه طرح موافقتنامه و قراردادهای هواپیمایی با دول خارجی که طبق مقررات بوسیله دولت تقدیم مجلس شورای اسلامی میشود.

CAAIRI

CAAIRI



Iranian Civil Aviation regulation structure

ماده ۹ – حمل و نقل بازرگانی مسافر و بار و محمولات پستی یا یکی از آنها از یک نقطه کشور به یک نقطه دیگر آن منحصر به هواپیمای ایرانی‌می‌باشد.

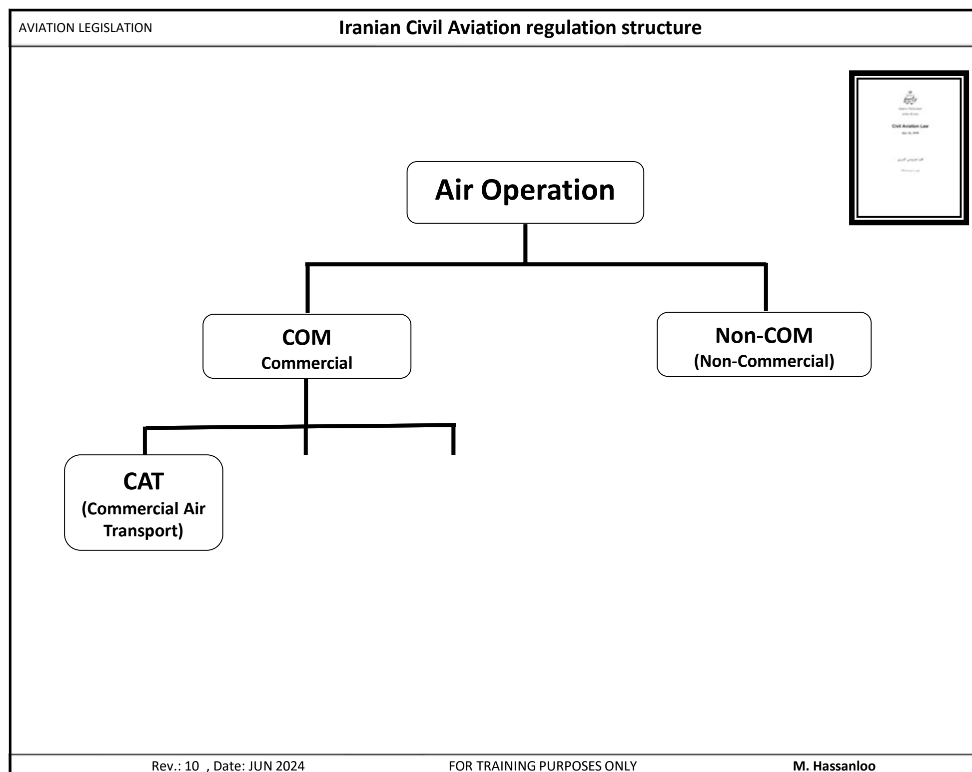
[Commercial Air transport, CAT = حمل و نقل بازرگانی مسافر و بار و محمولات پستی]

"**Commercial Air Transport (CAT)**" means:

the transport of:
- Passengers,
- Cargo or
- Mail

for remuneration or hire.

eg: Airlines



ماده ۱۷ – برای این که شخص طبیعی یا حقوقی بتواند در ایران به تصدی حمل و نقل بازرگانی هوایی اشخاص یا اشیاء مبادرت نماید باید تبعه ایران‌بوده و قبلاً پروانه بهره‌برداری هوایی از اداره کل هواپیمایی کشوری تحصیل کرده باشد.

این پروانه در صورتی داده می‌شود که شورای عالی هواپیمایی کشوری بهره‌برداری هوایی تقاضا شده را منطبق با مصالح کشور و احتیاجات جامعه تشخیص دهد

و اطمینان حاصل نماید که تقاضاکننده قادر به انجام نوع بهره‌برداری هوایی مورد تقاضای خود به طرز اطمینان بخش می‌باشد.

AOC گواهینامه بهره بردار هوایی Vs. پروانه بهره‌برداری هوایی

ماده ۱۱ – برای این که هواپیمایی به تابعیت ایرانی شناخته شود باید در دفتر ثبت هواپیماها که در اداره کل هواپیمایی کشوری نگهداری می‌شود به **ثبت** برسد.

شرایط ثبت هواپیما به قرار زیر است:

الف – هواپیما در کشور دیگری به ثبت نرسیده باشد و در صورتی که قبلاً در ثبت کشور دیگر بوده از ثبت آن کشور خارج شده باشد.

ب – هواپیما به اتباع ایران اعم از شخص یا شرکت متعلق باشد.

ج – اگر مالک هواپیما شرکتی است تمام سرمایه شرکت باید متعلق به اتباع ایران،
و اقامتگاه قانونی شرکت در ایران باشد،
و در شرکتهایی که سرمایه‌آنها به صورت سهام یا قطعات سهام متساوی‌القیمه درآمده سهام شرکت با اسم باشد.

پس از ثبت هواپیما گواهینامه ثبت و تابعیت ایرانی صادر و علائم‌ثبت و تابعیت تعیین می‌شود.

به نام خدا

No. : 943550 شماره: ۹۴۳۵۵۰

CAO.IRI

سازمان هواپیمایی کشوری جمهوری اسلامی ایران

Civil Aviation Organization of Islamic Republic of Iran

Certificate of Registration گواهینامه ثبت

۱. علامت تابعیت و علامت ثبت: 1. Nationality and registration mark:	۲. کارخانه سازنده و مدل وسیله پرنده: 2. Manufacturer and manufacturer's designation of aircraft	۳. شماره سریال وسیله پرنده: 3. Aircraft serial number:
EP-BAA	Beech 300 Series Super King Air 350	FL-859

4. Name of owner: Iranian Airport Company ۴. نام مالک: شرکت فرودگاههای کشور

5. Address of owner: Iranian Airport Company, Mehrabad International Airport,Tehran, Iran ۵. آدرس مالک: ایران- تهران- فرودگاه بین المللی مهرآباد- شرکت فرودگاههای کشور

۶. بدین وسیله گواهی می شود که وسیله پرنده مذکور در دفتر ثبت سازمان هواپیمایی کشوری جمهوری اسلامی ایران مطابق مفاد قرارداد بین المللی هواپیمایی کشوری مورخ ۷ دسامبر ۱۹۴۴ و قانون هواپیمایی کشوری مورخ ۱۹ آگوست ۱۹۳۹ به ثبت رسیده است.

6. It is hereby certified that the above described aircraft has been duly entered on the register of the Civil Aviation Organization of Islamic Republic of Iran in accordance with the Convention on International Civil Aviation dated 7 December 1944 and with the civil aviation regulation of Islamic Republic of Iran dated 19 august 1939 .

Date of Issue : 08 Mar. 2016 Signature تاریخ صدور: ۱۳۹۴/۱۲/۱۸

۹۴/۱۲/۱۹

General Director of Engineering & Airworthiness Office

Note:The Certificate of registration is not to certify the right for aircraft ownership.

توجه: گواهینامه ثبت و تابعیت دلیل حق مالکیت وسیله پرنده نمی باشد.

CAO.IRI Form 25(a)

۱. علامت تابعیت و علامت ثبت:
1. Nationality and registration mark:
EP-BAA

EP-IAD

ثبت
تابعیت
مالکیت

Classification of Aircraft (Annex 7)

- AIRCRAFT
  - Lighter-than-air aircraft
    - Non-power-driven
      - Free balloon
        - Spherical free balloon
        - Non-spherical free balloon
      - Captive balloon
        - Spherical captive balloon
        - Non-spherical captive balloon[1]
    - Power-driven
      - Airship
        - Rigid airship
        - Semi-rigid airship
        - Non-rigid airship
  - Heavier-than-air aircraft
    - Non-power-driven
      - Glider
        - Land glider
        - Sea glider[2]
      - Kite[4]
    - Power-driven
      - Aeroplane
        - Landplane[3]
        - Seaplane[2]
        - Amphibian[2]
      - Rotorcraft
        - Gyroplane
          - Land gyroplane[3]
          - Sea gyroplane[2]
          - Amphibian gyroplane[2]
        - Helicopter
          - Land helicopter[3]
          - Sea helicopter[2]
          - Amphibian helicopter[2]
      - Ornithopter
        - Land ornithopter[3]
        - Sea ornithopter[2]
        - Amphibian ornithopter[2]

ماده ۱۳ – هواپیمایی که در دفتر ثبت هواپیماها به ثبت رسیده باشد در صورتی می‌تواند پرواز کند که گواهینامه قابلیت پرواز که مدت اعتبار آن‌منقضی نشده دارا باشد. **(C of A)**

ماده ۱۵ – مرجع صدور هر گونه اجازه‌نامه مربوط به امور هواپیمایی کشوری و گواهینامه مربوط به متخصصین فنی هواپیمایی کشوری و پروانه‌مربوط به بهره‌برداری هوایی اداره کل هواپیمایی کشوری می‌باشد.

REPUBLIC OF MALTA
TRANSPORT MALTA CIVIL AVIATION DIRECTORATE
CERTIFICATE OF AIRWORTHINESS
Certificate No: 1455

1. Nationality and registration marks	2. Manufacturer and manufacturer's designation of aircraft	3. Aircraft serial number
9H-ERI	The Boeing Company 737-8	42828
4. Categories	Large Aeroplane	

5. This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7 December 1944 and Regulation (EU) No 2018/1139, Article 14(1), in respect of the abovementioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations.

Limitations/Remarks:- None

Dated of issue:- 26 May 2023 Signature:- f/Director General for Civil Aviation

6. This Certificate of Airworthiness is valid unless revoked by the competent authority of the Member State of registry. A current Airworthiness Review Certificate shall be attached to this Certificate.

This certificate shall be carried on board during all flights

EASA Form 25 Issue 2
Civil Aviation Directorate Form TM/CAD/0058 Issue 4 – Oct 2018
Transport Malta is the Authority for Transport in Malta set up by ACT XV of 2009
Page 1 of 1

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AVIATION LEGISLATION Iranian Civil Aviation regulation structure

ماده ۱۶ – اداره کل هواپیمایی کشوری می‌تواند در موارد تخلف از مقررات این قانون و آیین‌نامه‌های اجرایی آن صرف نظر از تعقیبات جزایی هر گونه اجازه‌نامه یا گواهینامه متخلف را لغو یا موقتاً توقیف نموده یا اختیارات مندرجه در آن را محدود سازد و همچنین پرواز هواپیمای متخلف را درصورتی که محتمل خطر برای سرنشینان هواپیما یا اشخاص یا حیوانات روی زمین یا حدوث خسارتی برای اموال اعم از منقول یا غیر منقول باشد ممنوع سازد.
(Enforcement)

رئیس جمهور

بسمه تعالی

وزارت راه و شهرسازی

آیین‌نامه موارد توقیف موقت یا لغو هرگونه اجازه نامه یا گواهینامه یا پروانه صادره یا توقیف وسایل پرنده متخلف

Rev.: 10 , Date: JUN 2024 FOR TRAINING PURPOSES ONLY M. Hassanloo

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Iranian Civil Aviation regulation structure

ماده ۲۲ – آیین‌نامه‌های اجرایی این قانون شامل مقررات مربوط به:

- پرواز هواپیماهای کشوری ایرانی و خارجی
- تأمین بی‌خطری پرواز هواپیماها
- فرودگاهها
- ثبت و تابعیت هواپیماها
- قابلیت پرواز هواپیما
- گواهینامه‌های متخصصین فنی هواپیمایی
- مؤسسات مربوط به تعلیم و تربیت‌متخصصین فنی هواپیمایی
- کارخانه‌ها و تعمیرگاههای مربوط به هواپیمایی
- حمل و نقل هوایی
- سوانح هواپیمایی
- مخابرات هواپیمایی و
- مواردتوقیف موقت یا لغو هر گونه اجازه‌نامه یا گواهینامه یا پروانه صادره یا توقیف هواپیمای متخلف

به وسیله اداره کل هواپیمایی کشوری تنظیم و پس ازتصویب هیأت وزیران به موقع اجرا گذاشته خواهد شد.

...

AVIATION LEGISLATION

Iranian Civil Aviation regulation structure

مقررات متناظر در سازمان	مصوبات هیت دولت	ماده 22
		پرواز هواپیماهای کشوری ایرانی و خارجی
		تأمین بی‌خطری پرواز هواپیماها
Part-ADR	آیین نامه مدیریت بهره برداری احداث و توسعه فرودگاه های غیر نظامی (37 ماده – 1401)	فرودگاهها
CAD 4107	آیین نامه ثبت و تابعیت هواپیماهاي کشوري (15 ماده - 1342)	ثبت و تابعیت هواپیماها
Part-21, M	آیین نامه کارخانه ها و تعمیرگاه‌هاي مربوط به هواپیما و قابلیت پرواز هواپیما (12 ماده -1399)	قابلیت پرواز هواپیما
Part-145, MF, 21		کارخانه‌ها و تعمیرگاههای مربوط به هواپیمایی
Aircrew, Part-66, CAD ATCO	آیین نامه اجرایی گواهی نامه های متخصصان فنی هواپیمایی و مؤسسه های مربوط به تعلیم و تربیت متخصصان فنی هواپیمایی – غیرنظامی (21 ماده – 1392 با اصلاحات)	گواهینامه‌های متخصصین فنی هواپیمایی
Part-147, Aircrew: ATO		مؤسسات مربوط به تعلیم و تربیت‌متخصصین فنی هواپیمایی
		حمل و نقل هوایی
AAII, AIB-AIG-6713, 5213, 4213, 4913, CAD-2213	آیین نامه بررسي سوانح وحوادث هوايي - غيرنظامي (21 ماده – با اصلاحات 1400)	سوانح هواپیمایی
	آیین نامه اجرايي مخابرات هواپيمايي کشوري (15 ماده – 1391)	مخابرات هواپیمایی
	آیین نامه موارد توقیف موقت یا لغو هرگونه اجازه نامه یا گواهینامه یا پروانه صادره یا توقیف وسایل پرنده متخلف (8 ماده – 1400)	موارد توقیف موقت یا لغو هر گونه اجازه‌نامه یا گواهینامه یا پروانه صادره یا توقیف هواپیمای متخلف
CAOIRI CNS/ATM SIRA	آیین نامه نظارت بر ارایه خدمات ناوبری هوایی غیرنظامی (23 ماده – 1401)	-
	آیین نامه شوراي عالی هواپیمایی کشوري (14 ماده – 1360)	-
	آیین نامه نظارت بر مسافرتهاي خارجی دستگاههاي اجرایی (27 ماده -1382)	-
	آیین نامه مدیریت و ساماندهی وسایل پرنده فوق سبک غیرنظامی (65 ماده – با اصلاحات 1386)	-
		....

CAD = Civil Aviation Directive, ATCO = Air Traffic Controllers, CNS/ATM= Communication, Navigation and Surveillance/Air Traffic Management, SIRA = Standardized Iranian Rules of the Air

مصوبات هیئت
وزیران

ICAR-108
آیین نامه اجرایی کارخانه ها و تعمیر گاههای
مربوط به هواپیمایی و
قابلیت پرواز هواپیماها
۱۳۹۹

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۱۱۹۵۱۷ /ت۵۷۹۸۷هـ
شماره ....
تاریخ ۱۳۹۹/۱۰/۲۰

جمهوری اسلامی ایران
رئیس جمهور
تصویب نامه هیئت وزیران

بسمه تعالی
"با صلوات بر محمد و آل محمد"

وزارت راه و شهرسازی

هیئت وزیران در جلسه ۱۳۹۹/۱۰/۱۷ به پیشنهاد شماره ۶۹۳۸۹/۱۰۰/۰۲ مورخ ۱۳۹۹/۶/۱۰ وزارت راه و شهرسازی و به استناد ماده (۲۲) قانون هواپیمایی کشوری - مصوب ۱۳۲۸- آیین‌نامه اجرایی کارخانه‌ها و تعمیرگاه‌های مربوط به هواپیمایی و قابلیت پرواز هواپیماها را به شرح زیر تصویب کرد:

آیین‌نامه اجرایی کارخانه‌ها و تعمیرگاه‌های مربوط به هواپیمایی و قابلیت پرواز هواپیماها

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آیین‌نامه اجرایی کارخانه‌ها و تعمیرگاه‌های مربوط به هواپیمایی و قابلیت پرواز هواپیماها

ماده ۱- در این آیین‌نامه اصطلاحات زیر در معانی مشروح مربوط به کار می‌روند:

۱- سازمان: سازمان هواپیمایی کشوری.

۲- کشور عضو: کشور متعاهد به پیمان شیکاگو.

۳- وسیله پرنده: وسیله‌ای که بتواند در نتیجه عکس‌العمل هوا به جز عکس‌العمل هوا در برابر سطح زمین، خود را در هوا نگه دارد.

۴- محصول: وسیله پرنده، موتور یا ملخ آن .

۵- قطعه: موتور، ملخ، اجزا و لوازم وسیله پرنده.

۶- تشکیلات: شخص حقیقی یا حقوقی ایرانی یا غیرایرانی یا واحدی از زیرمجموعه شخص حقوقی.

۷- کشور ثبت‌کننده: کشوری که وسیله پرنده را به ثبت رسانده است.

۸- کشور بهره‌بردار: کشوری که محل اصلی کسب و کار بهره‌بردار در آن واقع شده یا اگر چنین محلی وجود ندارد، محل سکونت دائمی بهره‌بردار در آن واقع شده باشد.

۹- صلاحیت پروازی: وضعیت محصول یا قطعه در حالت تطابق با طراحی نوع و در شرایط ایمن برای پرواز.

۱۰- تداوم صلاحیت پروازی: کلیه فرآیندهای لازم به منظور حصول اطمینان از اینکه وسیله پرنده در هر زمان از عمر بهره‌برداری با مقررات صلاحیت پروازی تطابق دارد و برای بهره‌برداری ایمن است.

۱۱- گواهینامه بازنگری صلاحیت پروازی: گواهینامه‌ای که به منظور تأیید صلاحیت پرواز وسایل پرنده دارای گواهینامه قابلیت پرواز صادر می‌شود.

۱۲- گواهینامه قابلیت پرواز: مدرک تایید صلاحیت پروازی یک وسیله پرنده که توسط کشور ثبت‌کننده صادر می‌شود.

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ماده ۴- در صورتی که گواهینامه تشکیلات طراحی به هر دلیلی لغو، محدود یا عودت داده شود، استفاده از محصولات و قطعات مربوط به آن تشکیلات در عملیات پرواز مجاز نیست، مگر اینکه تشکیلات طراحی دیگری مسئولیت آن را به عهده گیرد.

تبصره- در صورتی که گواهینامه تشکیلات طراحی به هر دلیلی تعلیق شود، هیچ یک از محصولات و قطعات مربوط در مدت تعلیق یا محدودیت تعیین‌شده قابل استفاده در عملیات پرواز نخواهند بود.

ماده ۵- شرایط صدور گواهینامه قابلیت پرواز با رعایت شیوه‌نامه مربوط به شرح زیر است:

۱- وسیله پرنده، تابعیت ایرانی داشته باشد.

۲- وسیله پرنده دارای گواهینامه بازنگری صلاحیت پروازی باشد.

۳- وسیله پرنده با گواهینامه نوع، تطابق داشته باشد.

۴- کتابچه‌ها، علایم، برچسب‌ها، فهرست‌ها و سایر اطلاعات لازم به زبان فارسی یا زبان مورد تایید سازمان باشد.

۵- علایم نصب‌شده برای مسافران در وسیله پرنده حداقل به زبان فارسی باشد.

ماده ۶- اعتبار گواهینامه قابلیت پرواز بدون محدودیت زمانی و مشروط به رعایت کلیه موارد زیر است:

۱- وسیله پرنده تطابق با الزامات تداوم صلاحیت پروازی و طراحی نوع داشته باشد.

۲- علامت ثبت وسیله پرنده موضوع آیین‌نامه ثبت و تابعیت هواپیماهای کشوری موضوع تصویب‌نامه شماره ۸۲۱/۳۶۰۴۴ مورخ ۱۳۴۳/۱۱/۲۴ تغییر نکند.

۳- گواهینامه نوع وسیله پرنده یا قابلیت پرواز لغو یا عودت داده نشده باشد.

ماده ۷- سازمان می‌تواند برابر شیوه‌نامه مربوط، در موارد خاصی که وسیله پرنده با شیوه‌نامه‌های صلاحیت پروازی تطابق نداشته ولی برای پرواز ایمن باشد، اجازه پرواز مخصوص صادر کند.

تبصره - موارد خاص و محدودیت‌های پروازی مربوط به اجازه پرواز مخصوص در شیوه‌نامه مربوط درج می‌شوند.

ماده ۸- قطعاتی می‌توانند بر روی وسیله پرنده نصب شوند که دارای گواهینامه‌ها و شرایط مورد تأیید سازمان باشند.

تبصره- قطعات دارای گواهینامه‌های صادرشده (یا با شرایط تأییدشده) توسط کشورهای عضو مورد تأیید سازمان نیز می‌توانند بر روی وسیله پرنده نصب شوند.

ماده ۹- مالک و در صورت اجاره، مستأجر وسیله پرنده ایرانی یا وسیله پرنده غیر ایرانی که بهره‌بردار آن ایرانی باشد، مسئول تداوم صلاحیت پروازی آن وسیله پرنده است و برای انجام پرواز باید از پذیرش مسئولیت‌ها برابر شیوه‌نامه مربوط اطمینان حاصل کند.

ماده ۱۰- به منظور صدور گواهینامه‌های موضوع این آیین‌نامه و همچنین نظارت بر تشکیلات و وسایل پرنده، متقاضی باید امکان دسترسی سازمان به تجهیزات، اسناد و وسایل پرنده مربوط را فراهم کند.

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۱۳- گواهینامه نوع: تاییدیه‌ای که توسط کشور عضو برای طراحی یک نوع محصول صادر شده و نشان‌دهنده رعایت این طراحی با مقررات صلاحیت پروازی کشور عضو است.

۱۴- تشکیلات طراحی: تشکیلاتی که مسئول طراحی وسیله پرنده، قطعات، تغییرات آنها یا طراحی تعمیرات است.

۱۵- گواهینامه‌های موضوع این آیین‌نامه: گواهینامه تشکیلات طراحی، تولید، مدیریت تداوم صلاحیت پروازی، نگهداری و گواهینامه‌های نوع، تغییرات در نوع، طراحی تعمیرات، قابلیت پرواز، تأییدیه برنامه نگهداری و بازنگری صلاحیت پرواز و اجازه پرواز مخصوص وسیله پرنده.

۱۶- اجازه پرواز مخصوص: مجوز پرواز موردی وسیله پرنده در مواقعی که برای پرواز ایمن بوده ولی مطابق با مقررات صلاحیت پروازی نباشد، مانند پرواز در خلال طراحی و تولید وسیله پرنده، صادرات یا تحویل وسیله پرنده.

۱۷- نگهداری: یک یا ترکیبی از تعمیر اساسی، مرمت، تعویض، تغییر، رفع عیب و بازرسی محصول و قطعات آن، به استثنای بازرسی قبل از پرواز.

ماده ۲- شمول این آیین‌نامه، الزامات صلاحیت پروازی از جمله کارخانه ها و تداوم صلاحیت پروازی شامل تعمیرگاه‌های مربوط به هواپیمایی است.

تبصره- الزامات مندرج در آیین‌نامه مدیریت و ساماندهی وسایل پرنده فوق سبک غیرنظامی موضوع تصویب‌نامه شماره ۸۷۱۶۱/ت۳۵۳۶۹هـ مورخ ۱۳۸۶/۵/۳۱ و اصلاحات بعدی آن از شمول این آیین‌نامه خارج است.

ماده ۳- سازمان مرجع صدور، اصلاح، لغو، تعلیق و محدود نمودن گواهینامه‌های موضوع این آیین‌نامه است.

تبصره ۱- سازمان می‌تواند در چهارچوب قوانین و مقررات مرتبط، صدور گواهینامه‌های تغییرات در طراحی نوع، طراحی تعمیرات، بازنگری صلاحیت پرواز، تأییدیه برنامه نگهداری و اجازه پرواز مخصوص را با رعایت شرایط شیوه‌نامه مربوط به اشخاص حقوقی تفویض کند.

تبصره ۲- گواهینامه نوع یا تغییرات در طراحی نوع وسیله پرنده صادر شده توسط کشورهای عضو، مشروط به رعایت شیوه‌نامه مربوط مورد تایید سازمان خواهد بود.

تبصره ۳- در صورتی‌که کشور جمهوری اسلامی ایران برابر ماده (۸۳) مکرر پیمان شیکاگو، تمام یا بعضی از مسئولیت‌ها و وظایف کشور ثبت‌کننده را به عنوان کشور بهره‌بردار به عهده بگیرد، سازمان می‌تواند برای وسایل پرنده‌ای که در تابعیت ایران نیستند، گواهینامه‌ها و مجوزهای تفویض‌شده را صادر کند و در صورتی‌که کشور جمهوری اسلامی ایران تمام یا بعضی از مسئولیت‌ها و وظایف خود را به عنوان کشور ثبت‌کننده به کشور بهره‌بردار واگذار کند، می تواند صدور گواهینامه‌ها و مجوزهای مورد توافق را به آن کشور تفویض کند.

۳۲۲۸ /ت۵۷۹۸۶هـ

شماره [illegible]

تاریخ ۱۴۰۰/۱/۱۷

جمهوری اسلامی ایران

رئیس جمهور

تصویب‌نامه هیئت وزیران

بسمه تعالی

"با صلوات بر محمد و آل محمد"

وزارت راه و شهرسازی

هیئت وزیران در جلسه ۱۴۰۰/۱/۱۵ به پیشنهاد شماره ۶۹۳۸۶/۱۰۰/۰۲ مورخ ۱۳۹۹/۶/۱۰ وزارت راه و شهرسازی و به استناد ماده (۲۲) قانون هواپیمایی کشوری – مصوب ۱۳۲۸- آیین‌نامه موارد توقیف موقت یا لغو هرگونه اجازه‌نامه یا گواهینامه یا پروانه صادره یا توقیف وسایل پرنده متخلف را به شرح زیر تصویب کرد:

آیین‌نامه موارد توقیف موقت یا لغو هرگونه اجازه نامه یا گواهینامه یا پروانه صادره یا توقیف وسایل پرنده متخلف

ماده ۱- در این آیین‌نامه اصطلاحات زیر در معانی مشروح مربوط به کار می روند:

۱- سازمان: سازمان هواپیمایی کشوری.

۲- مقررات: قوانین مصوب مجلس شورای اسلامی، تصویب‌نامه‌های هیئت وزیران در حوزه هوانوردی و مصوبات شورای‌عالی هواپیمایی کشوری و همچنین شیوه‌نامه‌ها و دستورالعمل‌های مصوب سازمان.

۳- تخلف: انجام هرگونه فعل یا ترک فعل ناقض مقررات.

۴- گواهینامه: هرگونه مدرک، مجوز، تأییدیه و امتیاز نامه صادره توسط سازمان.

۵- محصول: وسیله پرنده، موتور و یا ملخ آن.

۶- قطعه: موتور، ملخ، اجزا و لوازم وسیله پرنده.

۷- تشکیلات: شخص حقیقی یا حقوقی یا واحدی از شخص حقوقی.

ماده ۲- در صورت مشاهده عدم انطباق ساختار و یا عملکرد تشکیلات، محصول و یا قطعه با مقررات، سازمان حسب مورد نسبت به اعلام مهلت محدود برای رفع عدم انطباق یا لغو، تعلیق و یا محدود نمودن امتیازات گواهینامه صادره برابر مقررات اقدام می‌نماید.

ماده ۳- چنانچه در بازرسی از وسیله پرنده‌ای که بهره‌بردار آن ایرانی باشد، دلایلی مبنی بر عدم انطباق با مقررات مشخص گردد، سازمان علاوه بر اعمال ماده (۲) این آیین‌نامه، یکی از موارد زیر را نیز به اجرا می‌گذارد:

۱- تا رفع ایراد، وسیله پرنده را زمین‌گیر نماید.

۲- با رعایت ایمنی پرواز، با محدودیت به وسیله پرنده اجازه پرواز دهد.

۳- مهلتی برای رفع عدم تطابق دهد.

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Iranian Civil Aviation regulation structure

۳۲۲۸ ت۵۷۹۸۶هـ

شماره ....

تاریخ ۱۴۰۰/۱/۱۷

جمهوری اسلامی ایران

رئیس جمهور

تصویب نامه هیئت وزیران

ماده ۴- چنانچه در بازرسی از وسیله پرنده خارجی که در ایران نشست و برخاست و یا از قلمروی هوایی جمهوری اسلامی ایران استفاده می‌کند یا شرکت بهره‌بردار و یا نهاد مسئول هوانوردی کشور بهره‌بردار وسیله پرنده مذکور، شواهدی مبنی بر مغایرت با مقررات پیمان شیکاگو و یا مقررات مشخص شود، سازمان یکی از موارد زیر را به اجرا می‌گذارد:

۱- تا رفع ایراد، وسیله پرنده مربوط را زمین‌گیر نماید.

۲- با رعایت ایمنی پرواز، با محدودیت به وسیله پرنده اجازه پرواز دهد.

۳- برای رفع مغایرت مهلت دهد.

۴- مانع پرواز وسیله پرنده، فعالیت پروازی بهره‌بردار و یا کلیه بهره‌برداران آن کشور در قلمرو ایران شود.

ماده ۵- چنانچه شخص دارای گواهینامه از مقررات تخلف نماید، سازمان می‌تواند علاوه بر ممانعت از ادامه فعالیت شخص متخلف، نسبت به لغو، تعلیق و یا محدود نمودن امتیازات گواهینامه آن شخص اقدام نماید.

ماده ۶- چنانچه اشخاصی که بر اساس مقررات برای انجام فعالیت در صنعت هوانوردی نیاز به اخذ گواهینامه از سازمان نداشته باشند، مرتکب تخلفی شوند که ایمنی را تحت تاثیر قرار دهند، سازمان می‌تواند تشکیلات مربوط به شخص متخلف را مکلف به عدم استفاده از خدمات شخص مورد نظر نماید.

ماده ۷- به منظور اجرای این آیین‌نامه، تشکیلات و یا اشخاص موضوع مقررات مکلفند ضمن همکاری و رعایت دستورات، دسترسی به وسیله پرنده، فرودگاه، تجهیزات و اسناد مربوط را برای سازمان فراهم نمایند.

ماده ۸- شیوه‌نامه‌ها و دستورالعمل‌های موضوع این آیین‌نامه با رعایت قوانین و مقررات مربوط توسط سازمان تهیه و ابلاغ می‌گردد.

اسحاق جهانگیری

معاون اول رییس‌جمهور

رونوشت به دفتر مقام معظم رهبری، دفتر رییس‌جمهور، دفتر رییس قوه قضاییه، دفتر معاون اول رییس‌جمهور، دبیرخانه مجمع تشخیص مصلحت نظام، معاونت حقوقی رییس‌جمهور، معاونت امور مجلس رییس‌جمهور، دیوان محاسبات کشور، دیوان عدالت اداری، سازمان بازرسی کل کشور، معاونت قوانین مجلس شورای اسلامی، امور تدوین، تنقیح و انتشار قوانین و مقررات، کلیه وزارتخانه‌ها، سازمان ها و مؤسسات دولتی، نهادهای انقلاب اسلامی، روزنامه رسمی جمهوری اسلامی ایران، دبیرخانه شورای اطلاع‌رسانی دولت و دفتر هیئت دولت ابلاغ می‌شود.

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Iranian Civil Aviation regulation structure



مقررات هوایپمایی کشوری جمهوری اسلامی ایران

Civil Aviation Regulation of IR.IRAN

الزامات تداوم صلاحیت پرواز

بخش-M

Continuing Airworthiness Requirements

CAO.IRI Part-M

DATE: 25.06.2016
ISSUE: 02
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CAO IRI' S Specific Operating Regulation

- **Initial Air Worthiness**
  - Part 21
  - CSs
- **Continuing Air Worthiness**
  - Part M
  - Part 145
  - Part 66
  - Part 147
- **AirCrew**
  - Part FCL
  - Conversion of National licenses
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  - Part MED
  - Part CC
  - Part ARA
  - Part ORA
- **Air Operation**
  - Part DEF
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  - Part ORO
  - Part CAT
  - Part SPA
  - Part NCC
  - Part NCO
  - Part SPO
- **Air Navigation Services**
  - DEF
  - Part ATM/ANS.OR
  - Part ATM/ANS.AR
  - ATS
  - MET
  - AIS
  - DAT
  - CNS
  - ATFM
  - ASM
  - PERS
- **Aerodromes**
  - DEF
  - Part-ADR.AR
  - Part-ADR.OR
  - Part-ADR.OPS
- **Standard Rules Air**
  - In progress
- **مقررات بررسی سوانح و حودث هوایی**
  - In progress

66

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Iranian Civil Aviation regulation structure

سازمان هواپیمایی کشوری

بسمه تعالی

List of AMCs & GMs (Referred from CAOIRI REQUIRMENT)

لیست AMC و GM هایی که در مقررات هوانوردی ایران از آنها استفاده می شود به شرح زیر است.

N	Requirements	AMC	CS
1	**CAOIRI Part-21** Issue:02 Date:Sep 2018	**EASA** Easy access February 2018 **EASA** AMC-20, Amendment 15, 27.08.2018	**EASA** Easy Access Rules for CS-MMEL, February 2018 **EASA** Easy Access Rules for CS-GEN-MMEL, February 2018 **EASA** Easy Access Rules for OCS-FCD, February 2018 **EASA** Easy Access Rules for CS-CCD, February 2018 **EASA** Easy Access Rules for OSD Flight Crew Data CS-FCD, February 2018 **EASA** Easy Access Rules for Simulator Data CS-SIMD, February 2018 **EASA** Easy Access Rules for CS-APU, February 2018 **EASA** Easy Access Rules for All Weather Operations (CS-AWO), February 2018 **EASA** Easy Access Rules for Hot Air Balloons (CS-31HB), March 2018 **EASA** Easy Access Rules for Tethered Gas Balloons (CS-31TGB), March 2018 **EASA** Easy Access Rules for Tethered Gas Balloons (CS-31TGB), March 2018 **EASA** Easy Access Rules for CS-22, June 2018 **EASA** Easy Access Rules forCS-23, June 2018 **EASA** Easy Access Rules for CS-27, June 2018 **EASA** Easy Access Rules for CS-29, June 2018 **EASA** Easy Access Rules for CS-34, June 2018 **EASA** Easy Access Rules for CS-36, June 2018 **EASA** CS-E, Amendment 4, 12 March 2015 **EASA** CS-ETSO, Amendment 14, 27.08.2018 **EASA** CS-LSA, Amendment 1, 30.07.2017 **EASA** CS-P, Amendment 1, 16.11.2006 **EASA** CS-STAN, Issue 2, 31.03.2017 **EASA** VLA, Amendment 1, 05.03.2009 **EASA** VLR, Amendment 2, 01.12.2016
2	**CAOIRI Part-145** Issue: 02 Rev: 00 Date: 25.06.2016	**CAOIRI** Part-145, Issue: 02, Rev: 00 Date: 25.06.2016	
3	**CAOIRI Part-66** Issue 03, Rev. 00, Date: Aug. 2018	**CAOIRI** Part 66, Issue 03, Rev. 00, Date: Aug. 2018	
4	**CAOIRI Part-147**	**CAOIRI** Part 147, Issue 01, Rev. 00	
5	**CAOIRI Part M** Issue 02, Rev.00, Date: 25. Jun.2016	**EASA** Easy Access Rules for Continuing Airworthiness from June 2017	
6	**CAOIRI Aircrew** Issue: 01, Rev: 03 Date: Aug.2018	**ARA: EASA** Easy access June 2016 **FCL: EASA** Easy access June 2016 **ORA: EASA** Easy access June 2016 **MED**: EASA AMC and GM to Part MED, Initial issue, December 2011 **CC: EASA** GM to Part-CC, Initial issue, April 2012	CAD FSTD (A) (for QC Approvals issued before enforced CAOIRI Aircrew) EASA CS FSTD(A), Issue 02, 03.05.2018 EASA CS FSTD(H), Issue 02, 26.06.2012
7	**CAOIRI Air OPS** Issue: 03 Rev.: 00 Date: August 2018	**EASA** Easy Access Rules on Air Operations Rev.11 July 2018	EASA CS FSTD(A), Issue 02, 03.05.2018 EASA CS FSTD(H), Issue 02, 26.06.2012 CAOIRI AIR OPS for CS FTL, Issue: 03 Rev.: 00, Date: August 2018

امضاء



سازمان هواپیمایی کشوری

۱. موضوع بخشنامه: لیست AMC و GM مورد استفاده یا ارجاع داده شده از مقررات

۲. دفتر صادر کننده: استاندارد پرواز

۳. شماره بخشنامه: **CIR-1202**	۴. تاریخ صدور: ۱۳۹۷/۰۶/۱۶	۵. پیوست وضمائم: -
۶. شماره تماس فرد پاسخگو: -	۷. تاریخ اجرا: ۱۳۹۷/۰۶/۱۸	۸. قوانین مرجع مرتبط: CAOIRI Aircrew, CAOIRI -AirOPS, Part-M, -66,-21,-145, 147
۹. وضعیت بخشنامه های متاثر: -	۱۰. شماره بخشنامه‌های متاثر: -	

۱۱. مقدمه و تاریخچه:
باتوجه به اینکه در مقررات سازمان بسیاری از AMC (Acceptable Means of Compliance) و همینطور GM (Guidance Material) درج شده و بسیاری به مقررات EASA ارجاع داده شده که متناوبا نیز تغییر می کنند و ممیزین و ممیز شوندگان لازم است که بطور دقیق نسخه مورد استفاده از مقررات EASA را بدانند، لذا این بخشنامه برای تبیین و آدرس دهی دقیق تهیه گردیده است.

۱۲. هدف: ارجاع دقیق به AMC/GM مقررات EASA

۱۳.

۱۴. مفاد بخشنامه:

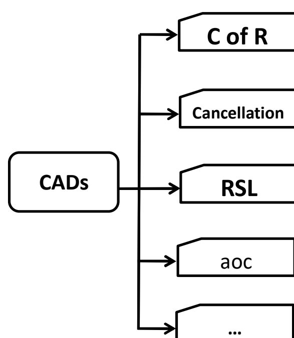
"سازمان و مشمولین مقررات سازمان (بهره برداران، مراکز آموزشی، طراحی، ساخت، مدیریت تداوم صلاحیت پروازی، ...) برای استفاده از AMC/GM که از مقررات سازمان به آنها ارجاع داده شده و برای تبیین نسخه مورد استفاده AMC/GM (در بررسی، ارزیابی، بازرسی، ممیزی، ...) لازم است به لیست پیوست، AMC/GM مراجعه نمایند."

۱۵. تایید و ابلاغ — تاریخ ۱۳۹۷/۰۶/۱۷ — امضاء

علی عابدزاده

FR-4000-03 — صفحه ۱ از ۱ — ویرایش: 01

EASA/CAOIRI (Parts & Approvals)









No. : 943550 — شماره: ۹۴۳۵۵۰

Civil Aviation Organization of Islamic Republic of Iran

Certificate of Registration — گواهینامه ثبت

1. Nationality and registration mark:	2. Manufacturer and manufacturer's designation of aircraft	3. Aircraft serial number:
EP-BAA	Beech 300 Series Super King Air 350	FL-859

4. Name of owner: Iranian Airport Company — ۴. نام مالک: شرکت فرودگاههای کشور

5. Address of owner: Iranian Airport Company, Mehrabad International Airport,Tehran, Iran — ۵. آدرس مالک: ایران- تهران- فرودگاه بین المللی مهرآباد- شرکت فرودگاههای کشور

6. It is hereby certified that the above described aircraft has been duly entered on the register of the Civil Aviation Organization of Islamic Republic of Iran in accordance with the Convention on International Civil Aviation dated 7 December 1944 and with the civil aviation regulation of Islamic Republic of Iran dated 19 august 1939 .

Date of Issue : 08 Mar. 2016 — تاریخ صدور: ۱۳۹۴/۱۲/۱۸

General Director of Engineering & Airworthiness Office

Note:The Certificate of registration is not to certify the right for aircraft ownership.

CAO.IRI Form 25(a)

EASA/CAOIRI (Parts & Approvals)

Part-M → CAMOAC
Part-M → ARC
Part-M → moac

CAO.IRI

Islamic Republic of Iran
Civil Aviation Organisation

Airworthiness Review Certificate

ARC reference: 2520

Pursuant to Regulation for the time being into force, the Civil Aviation Organisation of the IR of Iran (CAO.IRI) hereby certifies that the following aircraft:

Aircraft manufacturer: **ATR-GIE AVIONS DE TRANSPORT RÉGIONAL**
Manufacturer's designation: **ATR 72-212**
Aircraft registration: **EP-ATZ**
Aircraft serial number: **398**

is considered airworthy at the time of the review.

Date of issue: **27 Jul. 2016**
Date of expiry: **26 Jul. 2017**

Name of ARC staff: **M. Khademhosini**
Authorization No: **AID 24**
Signed:
Stamp:

M. Shahbazi
General Director of
Airworthiness Department

CAO.IRI Form 15a

EASA/CAOIRI (Parts & Approvals)

Part-145 → MOAC
Part-147 → MTOAC
Part-66 → AML

MOAC

In the name of God

Islamic Republic of Iran
Civil Aviation Organization

Maintenance Organization Approval Certificate

Reference: IR.145.45

Pursuant to the Civil Aviation Regulation of the Islamic Republic of Iran for the time being in force and subject to the conditions specified below, the Civil Aviation Organization of the Islamic Republic of Iran (CAOIRI) hereby certifies:

Simorgh Aviation Maintenance Development Co.

Address 1: No.322, After Subway Railway, Next to the Gas Station, Sepehr Ave., Local Line, 24th Lashkari Expy., (Garmdareh), Tehran, Iran
Address 2: Sarvestan St., Local Line, 24th Lashkari Expy., (Garmdareh), Tehran, Iran
www.samirmro.com

as a maintenance organization in compliance with Section A of CAOIRI Part-145, approved to maintain the products, parts and appliances listed in the attached "approval schedule" and issue related certificates of release to service using the above reference.

Conditions:

1. This approval is limited to that specified in the scope of work section of the approved Maintenance Organization Exposition (MOE) as referred to in section A of CAOIRI Part-145, and
2. This approval requires compliance with the procedures specified in the approved MOE, and
3. This approval is valid whilst the approved maintenance organization remains in compliance with CAOIRI Part-145.
4. Subject to compliance with the foregoing condition, this approval shall remain valid until any specified date of expiry, unless the approval has previously been surrendered, suspended or revoked.

Date of original issue: 06 Dec 2016
Date of this issue: 06 Dec. 2021, Rev.: 00
Date of expiry: 05 Dec. 2022

Arash Khodaei
Vice President
for Flight Standards

Rev.:01; Oct.2018 Page 1 of 2 CAOIRI Form 3b

AML

EASA/CAOIRI (Parts & Approvals)

AOC

AIR OPERATOR CERTIFICATE

(Approval schedule for air transport operators)

Islamic Republic of Iran

Civil Aviation Organization

Operator Name: YAS AIR Kish

AOC #: IR.AOC.124

This certificate certifies that YAS AIR Kish is authorised to perform commercial air operations, as defined in the attached operations specifications, in accordance with the Operations Manual (OM), Civil Aviation Regulation of IR Iran and CAO.IRI Air OPS.

Issue Number: 1
Date of issue: 04 AUG 2019
Date of expiry: 04 AUG 2020

Ali Abedzadeh, President of the Civil Aviation Organization

AirOPS

AOC | HRA

- AOC: Air Operator Certificate
- HRA: High Risk Authorization (Commercial)

EASA/CAOIRI (Parts & Approvals)

Aircrew

ATOC | FCL | AeMCC | Medical C. | FSTDQC | CCA | CCTOC | AMEC

- ATOC: Approved Training Organization Certificate
- FCL: Flight Crew Certificate
- AeMCC: Aero-medical Center Certificate
- Medical Certificate
- FSTDQC: Flight Simulation Training Devices qualification certificate
- CCA: Cabin Crew Attestation
- CCTOC: Cabin Crew Training Organization Certificate
- AMEC: Aero Medical Examiner Certificate

ATOC

In the name of God

Islamic Republic of Iran
Civil Aviation Organization

Approved Training Organization Certificate

Certificate Number: IR.ATO.95.03

Pursuant to the Civil Aviation Regulation of the IR Iran in force and subject to the conditions specified below, the Civil Aviation Organisation of the IR of Iran (CAOIRI) hereby certifies:

IRAN Aseman Airlines Training Center
Address: P.O.Box 13145-1476,Mehrabad International Airport, Tehran, Islamic republic of Iran

as a CAOIRI Part-ORA certified training organization with the privilege to provide CAOIRI Part-FCL & Part-CC training courses, including the use of FSTDs, as listed in the attached training course approval.

CONDITIONS:

This certificate is limited to the privileges and the scope of providing the training courses, including the use of the FSTDs, as listed in the attached training course approval.

This certificate is valid whilst the approved organization remains in compliance with CAOIRI Part-ORA, Part-FCL and other applicable regulations.

Subject to compliance with the foregoing conditions, this certificate will remain valid for one year unless the certificate has been surrendered, superseded, limited, suspended or revoked.

Date of first issue: 10 April 2016
Date of issue: 22 May 2017
Date of expiry: 22 May 2018

M.J. Taghvaey
Vice president of CAOIRI for flight standards

FCL

IAA
IRISH AVIATION AUTHORITY
EUROPEAN UNION
FLIGHT CREW LICENCE

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AMEC

I.R.IRAN Civil Aviation Organization

AERO-MEDICAL EXAMINER (AME) CERTIFICATE

Certificate Number: MED-EX/1024

Pursuant to Commission Regulation (EU) No 1178/2011 and Regulation (EU) 2015/340 and subject to the conditions specified below, the [competent authority] hereby certifies [NAME OF THE AERO-MEDICAL EXAMINER] [PRACTICE ADDRESS(ES) OF THE AERO-MEDICAL EXAMINER] as aero-medical examiner

Pursuant to CAOIRI Regulations and subject to the conditions specified below, the CAOIRI hereby certifies:

Dr. Kousar Nabavi

as Aero-Medical Examiner.

CONDITIONS:

1. This certificate is limited to the privileges specified in the attachment to this AME certificate;

2. This certificate requires compliance with the rules and procedures specified in COI.IRI Part-MED and/or ATCO.MED as appropriate.

3. This certificate shall remain valid for a period of 3 years until 10 Feb. 2021 subject to compliance with the requirements of CAO.IRI Part-MED and/or ATCO.MED as appropriate unless it has been surrendered, suspended or revoked.

CONDITIONS:

1. This certificate is limited to the privileges specified in the attachment to this AME certificate; 2. This certificate requires compliance with the implementing rules and procedures specified in Part-MED / Part ATCO.MED. 3. This certificate shall remain valid for a period of not exceeding three years until subject to compliance with the requirements of Part-MED/ Part ATCO.MED unless it has been surrendered, superseded, suspended or revoked.

Date of issue: 10 Feb. 2018

M. Bazavi
Vice President of CAO.IRI
for flight Standards

Signature Stamp

AeMCC

EASA
European Union Aviation Safety Agency

AERO-MEDICAL CENTRE CERTIFICATE

REFERENCE: **EASA.AeMC.GBR.007**

Pursuant to Commission Regulation (EU) No 1178/2011 and subject to the conditions specified below, the European Union Aviation Safety Agency hereby certifies

BIRMINGHAM AEROMEDICAL CENTRE
Rooms 18, 19 & 22 Forward House
Cargo Terminal
Birmingham Airport
B26 3QT
United Kingdom

As a Part-ORA certified Aero-medical centre with the privilege and the scope of activities as listed in the attached terms of approval.

CONDITIONS:

1. This certificate is limited to that specified in the scope of approval section of the approved organisation manual;
2. This certificate requires compliance with the procedures specified in the organisation documentation as required by Part-ORA
3. This certificate shall remain valid subject to compliance with the requirements of Part-ORA unless it has been surrendered, superseded, limited, suspended or revoked.

Date of issue: 01.01.2021

Signed:

Arthur Beckand
Head of Relationships & Corporate Services Department
European Union Aviation Safety Agency

Note:
The following numbers are listed on the certificate:
EASA current Project Number: 0000076668-001
AeMC Certificate – 10075294 – BIRMINGHAM AEROMEDICAL CENTRE
EASA Form 146, Issue 1 – 05/10/2012

1/1

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CCA

CABIN CREW ATTESTATION
(Issued in accordance with CAOIRI Aircrew Part CC)
CCTO APPROVAL Reference: IR.CCTO.XX (or IR.AOC.XX)
Reference number: IR-2019-XXX
Islamic Republic of Iran
Civil Aviation Organization of IR Iran (CAOIRI)

CCTO/AOC holder Logo

Full name of holder: Kousar Azizi	Date and place of birth: 04.Jun.2000, Tehran
Nationality: Iranian	Signature of holder:
Full Name of issuing body: Iran Air Address: Mehrabad Int. Airport, Tehran, Iran	
Signature of issuing officer:	Date of issue: 07.JUN.2019

"The holder may only exercise the privileges to act as cabin crew on aircraft engaged in commercial air transport operations if he/she complies with the requirements in Part –CC for continuous fitness and valid aircraft type qualifications."

Civil Aviation Organization of IR Iran, Mehrabad International Airport, Tehran, Iran

CAOIRI Form 142, Rev.1

Part-21

- Noise C.
- P to F
- C of A
- TC
- STC
- ITSOA
- DOA
- POA
- CA
- L of A
- TVA

TC

The United States of America
Federal Aviation Administration
Department of Transportation

Type Certificate

Number A6WE

This certificate issued to McDONNELL DOUGLAS CORPORATION certifies that the type design for the following product with the operating limitations and conditions therefor as specified in the Federal Aviation Regulations and the Type Certificate Data Sheet, meets the airworthiness requirements of Part 4b of the Federal Aviation Regulations.

DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-31, DC-9-15F, DC-9-32, DC-9-32F, DC-9-41, DC-9-33F, DC-9-21, DC-9-51, DC-9-34F, DC-9-34, DC-9-81, DC-9-82, DC-9-83

This certificate, and the Type Certificate Data Sheet which is a part hereof, shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

This certificate consists of three pages.

Date of application: See Page 2.

Date of issuance: See Page 3.

By direction of the Administrator

(Signature) Keith D Anderson

(Title) MANAGER, LOS ANGELES AIRCRAFT CERTIFICATION OFFICE

This certificate may be transferred if endorsed as provided on the reverse hereof.

Any alteration of this certificate and/or the Type Certificate Data Sheet is punishable by a fine of not exceeding $1,000, or imprisonment not exceeding 3 years, or both.

FAA FORM 8110-9

8-4

Figure 12-14. Type certificate.

12-34

L of A

In the name of God

CAO.IRI

Islamic Republic of Iran
Civil Aviation Organization

Supplemental Type Certificate

Number: STC-13

Pursuant to the rules and regulations of the I.R.Iran for the time being in force and subject to the conditions specified below, this certificate issued to

Sa Iran Electro-Optics Industries Co.
Bashir Industrial Complex
IRAN-Esfahan, Kaveh Ave. Opposite of Kaveh Terminal
and

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of JAR 23.

Original Product-Type Certificate Number: T-050-87
Make: Fokker Service B.V.
Model: Fokker F-27 Mark 050

Description of Type Design Change:
Installation of Window Windshield as follows in accordance with Master Data List No. DO11-01-F50-01 MDL or later CAO.IRI approved revision.

- Installation of Windshield LH on Fokker F-27 Mark 050(Fokker 50) with P/N: IPADO11-PO09-09000-41919 and P/N: IPADO11-PO09-F5107-152-001
- Installation of Windshield RH on Fokker F-27 Mark 050(Fokker 50) with P/N: IPADO11-PO09-09000-41918 and P/N: IPADO11-PO09-F5107-152-002

Limitation and Conditions:

1- The installer must determine whether this design change is compatible with previously approved modifications.
2- If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.
3- A copy of this certificate and documents referred in latest revision of Doc No. DO11-01-F50-01 MDL must be maintained as part of the permanent records of the modified aircraft.
4- This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended or revoked.

Date of issue: 22 Jun. 2018

M.Hassanloo
Vice president of CAO
for flight standards

Noise C.

UNITED KINGDOM
CIVIL AVIATION AUTHORITY

Page 1 of 1

Dated: 18 May 2011

CONDITIONS OF
PERMIT TO FLY NO PR[illegible]/001

Civil Aviation Authority

Nationality and Registration Marks	Constructor and Constructor's Designation of Aircraft	Aircraft Serial Number
G-[illegible]	P AND M AVIATION LTD QUIKR	[illegible]

Where relevant, the Conditions associated with this Permit supersede those specified in the manufacturers' operating limitations.

1. The aircraft shall be maintained in an airworthy condition.
2. The aircraft shall be operated in accordance with the current procedures and limitations contained in the applicable technical publications and with the manufacturers' instructions for the type and model of aircraft.
3. The aircraft is permitted to fly only for non-aerobatic operation. Non-aerobatic operation includes:
   (i) any manoeuvre necessary for normal flying.
   (ii) intentional stalls from level flight.
   (iii) steep turns in which the angle of bank does not exceed 60 degrees.
4. Smoking in the aircraft is prohibited.
5. This aircraft is hereby granted a permission to fly for the purposes of aerial work which consists of the giving of instruction in flying or the conducting of flying tests subject to the aeroplane being owned or operated under arrangements entered into by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members.

for the Civil Aviation Authority

No entries or endorsements may be made on this document except by an authorised person.

BMAA Type Approved Microlight PTF - 02092008

TVA

CAO.IRI

Islamic Republic of Iran
Civil Aviation Organization

Date: 2017/12/02

Serial: 59622

From: Vice president of CAO IR of Iran in Flight Standards
Mehrabad Intl. Airport, Tehran, Iran
Tel: +98 21 66025045
Fax: +98 21 66036552
Email: standard@cao.ir

To: Airbus SAS, Luc Pauly
1 Rond-pont Maurice Bellonte 31707
Blagnac Cedex, France
Tel: +33 567190601
Email: luc.pauly@airbus.com,

Subject: A330-243 (MSN: 1540) and A330-243 (MSN: 1586)

Dear Mr. Luc Pauly,

In accordance with the Civil Aviaition rules and regulations of the Islamic Republic of Iran, Civil Aviation Organization (CAO.IRI) hereby certifies **type acceptance** of the Airbus A330-243 (MSN: 1540) and A330-243 (MSN: 1586) aeroplanes.
The basis of certification is as prescribed in Type Certificate Data Sheet No. A.004 originally issued by the EASA.

Mohammad Javad Taghvaey
Vice President of C.A.O
in Flight Standard

Civil Aviation Organization, Mehrabad Airport, Tehran, the Islamic Republic of Iran.
Fax:(+98)21_66025405 Tel:(+98)21_66078700-9
http//www.cao.ir email: office@cao.ir

DOA

In the name of God

Islamic Republic of Iran
Civil Aviation Organization

Design Organization Approval Certificate

Number: **DO-11**

Pursuant to the rules and regulations of the Islamic Republic of Iran for the time being in force and subject to the conditions specified below, Civil Aviation Organization of Iran hereby certifies

Sa Iran Electro-Optics Industries Co.
Bashir Industrial Complex
IRAN-Esfahan, Kaveh Ave. Opposite of Kaveh Terminal

As a DESIGN ORGANISATION

Approved according to the Civil Aviation Regulation of IR Iran, Part 21 Section A Subpart J

CONDITIONS:

1- The approval is limited to that specified in the enclosed Terms of Approval , and
2- This approval requires compliance with the procedures specified in the latest revision of Design Organization Handbook, Ref. "IDOA-DOM- 01", and
3- This approval is valid whilst the approved Design Organization remains in compliance with the CAOIRI PART 21, Section A, Subpart J.
4- Subject to compliance with the foregoing conditions, this approval shall remain valid until any specified date of expiry unless the approval has previously been surrendered, suspended or revoked.

Date of issue: November 09, 2017
Date of expiry: November 09, 2018

M.Hassanloo
Vice president of CAO
For flight standards

1 of 2

L of A

In the name of God

Islamic Republic of Iran
Civil Aviation Organization

Letter of Agreement

Number: LA-05

Dear Mr. B. Younesizadeh

General Manager of Iran Polyurethane MFG Co.

" West Amir Kabir Ave. Alborz Industrial city, Ghazvin, Iran "

Reference: MAN-111/95/14899

Subject: PRODUCTION WITHOUT POA (LETTER OF AGREEMENT)

Your production inspection system has been evaluated and found to be in compliance with CAOIRI Part 21, Section A, Subpart F.
Therefore, subject to the conditions specified below, we agree that showing of conformity of parts mentioned in attached may be done under CAOIRI Part 21, Section A, subpart F.

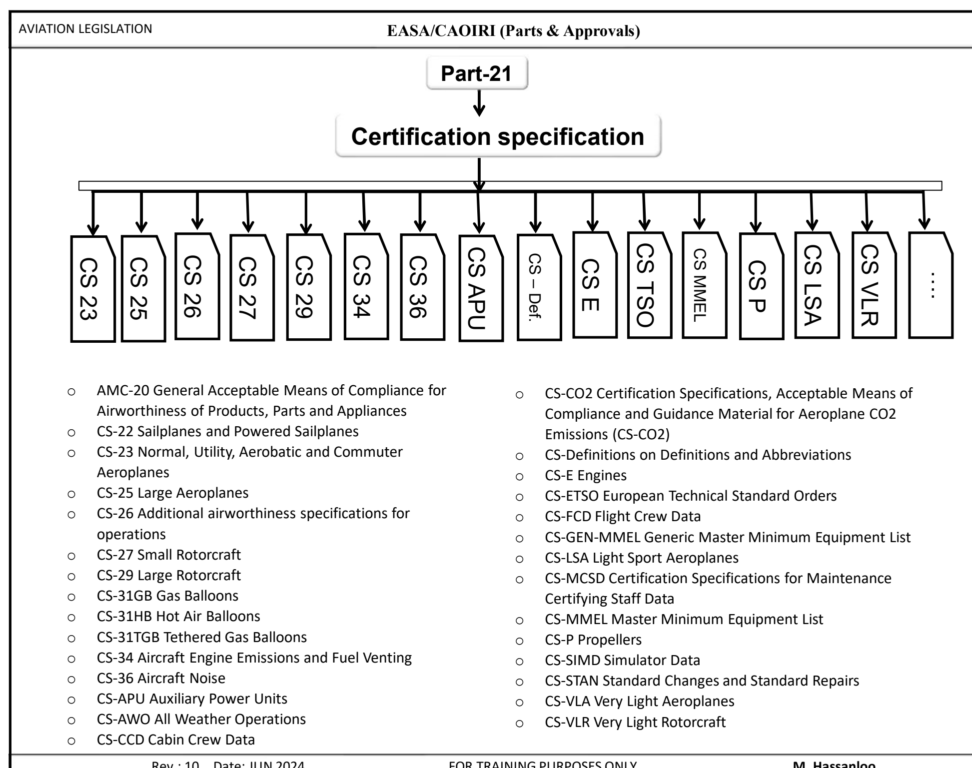
The following conditions are applicable to this agreement:

1) It is valid whilst Iran Polyurethane MFG Co. remains in compliance with CAOIRI Part 21, Section A, subpart F.
2) It requires compliance with the procedure specified in Iran Polyurethane MFG Co. according to latest revision of approved quality manual Ref.No:IPMC.QM.00.A.
3) The statement of conformity (CAOIRI Form 1) issued by Iran Polyurethane MFG Co. under provisions of Point 21A.130 shall be validated by CAOIRI in accordance with the procedure Iran Polyurethane MFG Co. of the above referenced Manual.
4) Iran Polyurethane MFG Co. Shall notify the CAOIRI immediately of any changes to the production inspection system that may affect the inspection, conformity, or airworthiness of the product and parts in this letter.
5) It terminates on **09 Sep 2018**

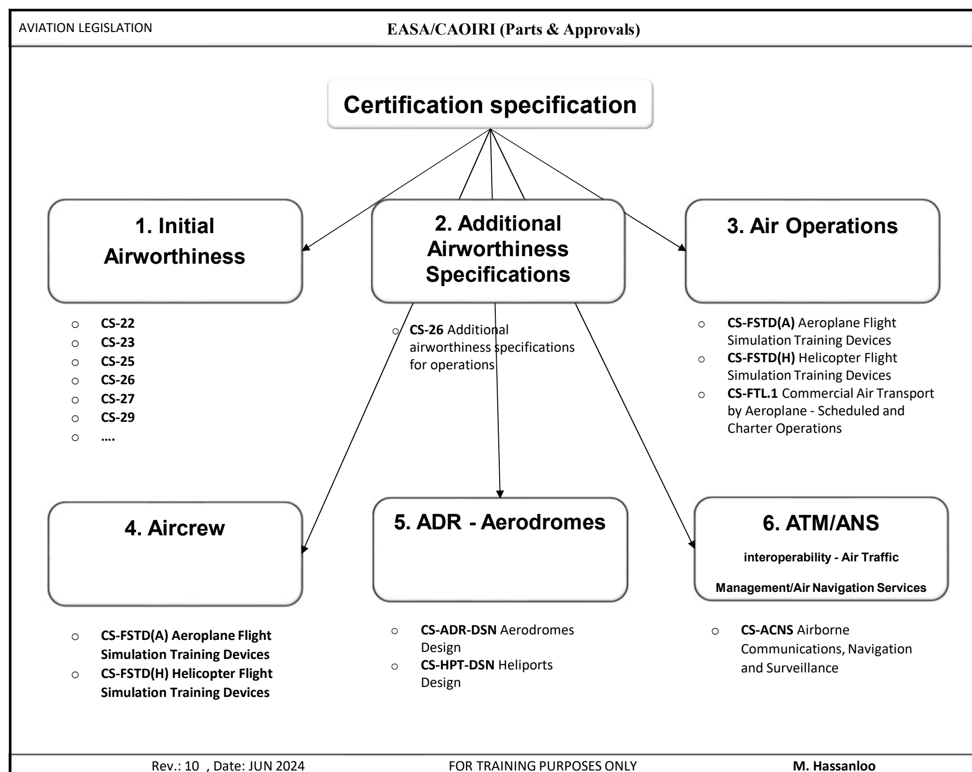
Date of issue: 10 Sep 2017

M.J.Taghvaey
Vice president of CAO.IR of
Iran in flight standard

1 of 2



- AMC-20 General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances
- CS-22 Sailplanes and Powered Sailplanes
- CS-23 Normal, Utility, Aerobatic and Commuter Aeroplanes
- CS-25 Large Aeroplanes
- CS-26 Additional airworthiness specifications for operations
- CS-27 Small Rotorcraft
- CS-29 Large Rotorcraft
- CS-31GB Gas Balloons
- CS-31HB Hot Air Balloons
- CS-31TGB Tethered Gas Balloons
- CS-34 Aircraft Engine Emissions and Fuel Venting
- CS-36 Aircraft Noise
- CS-APU Auxiliary Power Units
- CS-AWO All Weather Operations
- CS-CCD Cabin Crew Data
- CS-CO2 Certification Specifications, Acceptable Means of Compliance and Guidance Material for Aeroplane CO2 Emissions (CS-CO2)
- CS-Definitions on Definitions and Abbreviations
- CS-E Engines
- CS-ETSO European Technical Standard Orders
- CS-FCD Flight Crew Data
- CS-GEN-MMEL Generic Master Minimum Equipment List
- CS-LSA Light Sport Aeroplanes
- CS-MCSD Certification Specifications for Maintenance Certifying Staff Data
- CS-MMEL Master Minimum Equipment List
- CS-P Propellers
- CS-SIMD Simulator Data
- CS-STAN Standard Changes and Standard Repairs
- CS-VLA Very Light Aeroplanes
- CS-VLR Very Light Rotorcraft

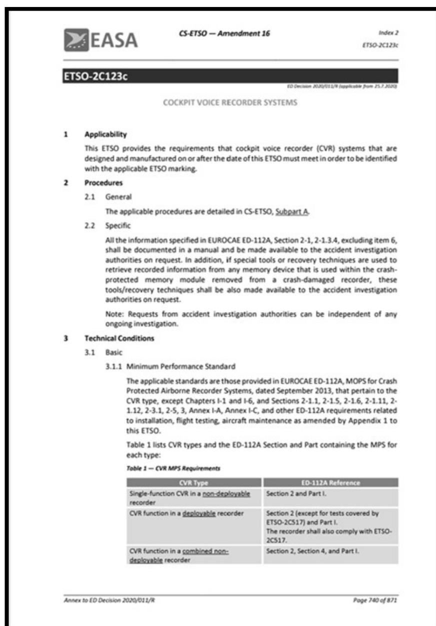

AVIATION LEGISLATION
EASA/CAOIRI (Parts & Approvals)
Certification specification
1. Initial Airworthiness
2. Additional Airworthiness Specifications
3. Air Operations
CS-22
CS-23
CS-25
CS-26
CS-27
CS-29
....
CS-26 Additional airworthiness specifications for operations
CS-FSTD(A) Aeroplane Flight Simulation Training Devices
CS-FSTD(H) Helicopter Flight Simulation Training Devices
CS-FTL.1 Commercial Air Transport by Aeroplane - Scheduled and Charter Operations
4. Aircrew
5. ADR - Aerodromes
6. ATM/ANS
interoperability - Air Traffic Management/Air Navigation Services
CS-FSTD(A) Aeroplane Flight Simulation Training Devices
CS-FSTD(H) Helicopter Flight Simulation Training Devices
CS-ADR-DSN Aerodromes Design
CS-HPT-DSN Heliports Design
CS-ACNS Airborne Communications, Navigation and Surveillance
Rev.: 10 , Date: JUN 2024
FOR TRAINING PURPOSES ONLY
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AVIATION LEGISLATION
EASA/CAOIRI (Parts & Approvals)
EASA
CS-25
(Amendment 27)
eRules
Easy Access Rules for Large Aeroplanes (CS-25)
دستورالعمل های هواپیمائی کشوری
Civil Aviation Directive (CAD)
CAD 2508
خصوصیات تایید هواپیماهای سنگین
Certification Specifications for Large Aeroplanes
Aircraft Engineering Department
دفتر مهندسی نظارت بر طراحی و ساخت وسایل پرنده
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TSO



EASA CS-ETSO — Amendment 16 Index 2
ETSO-2C123c

ETSO-2C123c

ED Decision 2020/011/R (applicable from 25.7.2020)

COCKPIT VOICE RECORDER SYSTEMS

1 Applicability

This ETSO provides the requirements that cockpit voice recorder (CVR) systems that are designed and manufactured on or after the date of this ETSO must meet in order to be identified with the applicable ETSO marking.

2 Procedures

2.1 General

The applicable procedures are detailed in CS-ETSO, Subpart A.

2.2 Specific

All the information specified in EUROCAE ED-112A, Section 2-1, 2-1.3.4, excluding item 6, shall be documented in a manual and be made available to the accident investigation authorities on request. In addition, if special tools or recovery techniques are used to retrieve recorded information from any memory device that is used within the crash-protected memory module removed from a crash-damaged recorder, these tools/recovery techniques shall be also made available to the accident investigation authorities on request.

Note: Requests from accident investigation authorities can be independent of any ongoing investigation.

3 Technical Conditions

3.1 Basic

3.1.1 Minimum Performance Standard

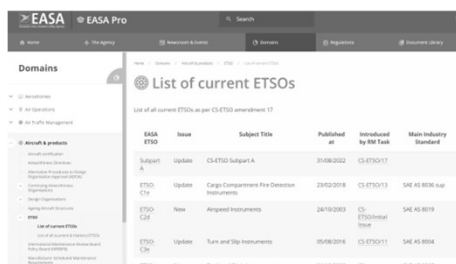
The applicable standards are those provided in EUROCAE ED-112A, MOPS for Crash Protected Airborne Recorder Systems, dated September 2013, that pertain to the CVR type, except Chapters I-1 and I-6, and Sections 2-1.1, 2-1.5, 2-1.6, 2-1.11, 2-1.12, 2-3.1, 2-5, 3, Annex I-A, Annex I-C, and other ED-112A requirements related to installation, flight testing, aircraft maintenance as amended by Appendix 1 to this ETSO.

Table 1 lists CVR types and the ED-112A Section and Part containing the MPS for each type:

Table 1 — CVR MPS Requirements

CVR Type	ED-112A Reference
Single-function CVR in a non-deployable recorder	Section 2 and Part I.
CVR function in a deployable recorder	Section 2 (except for tests covered by ETSO-2C517) and Part I. The recorder shall also comply with ETSO-2C517.
CVR function in a combined non-deployable recorder	Section 2, Section 4, and Part I.

Annex to ED Decision 2020/011/R *Page 740 of 871*



https://www.easa.europa.eu/en/domains/aircraft-products/etso/list-of-current-etso

EASA regulation structure

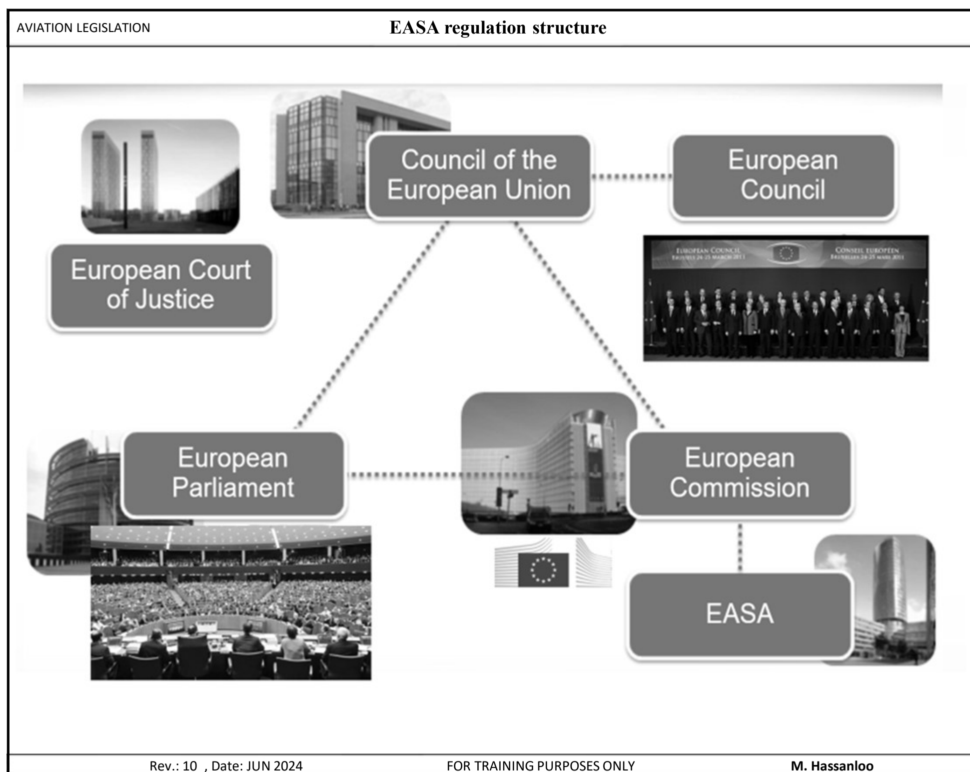


EASA regulation structure

What is EASA ?

The European safety agency (EASA) is an agency of the European union (EU) with regulatory and executive tasks in the field of civilian aviation safety.

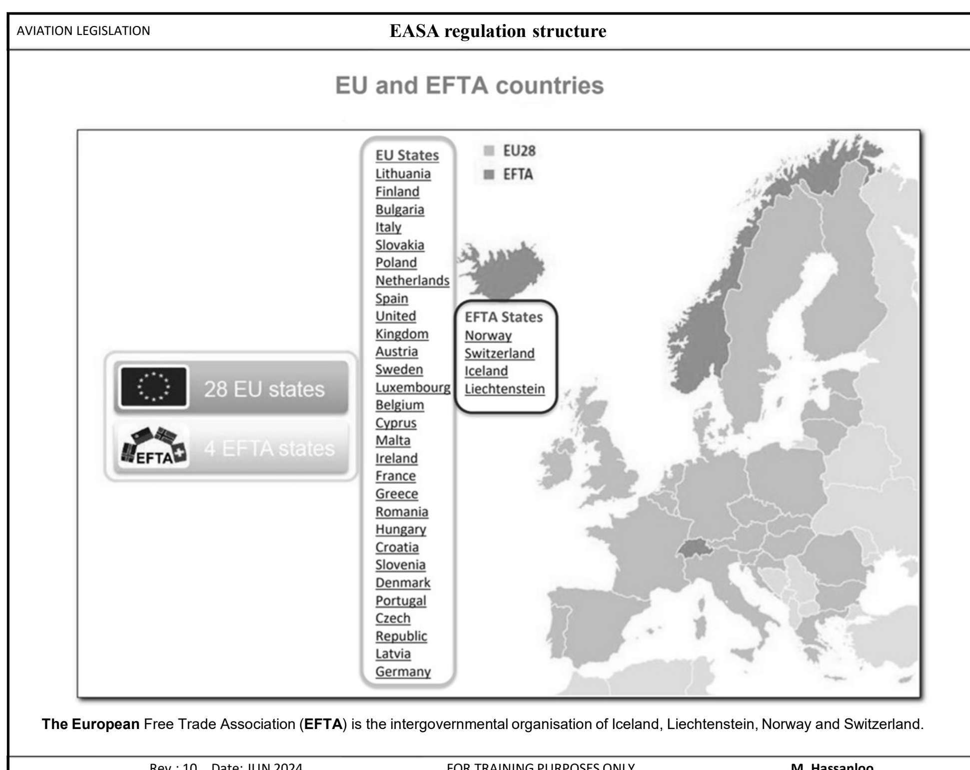
EASA regulation structure



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AVIATION LEGISLATION

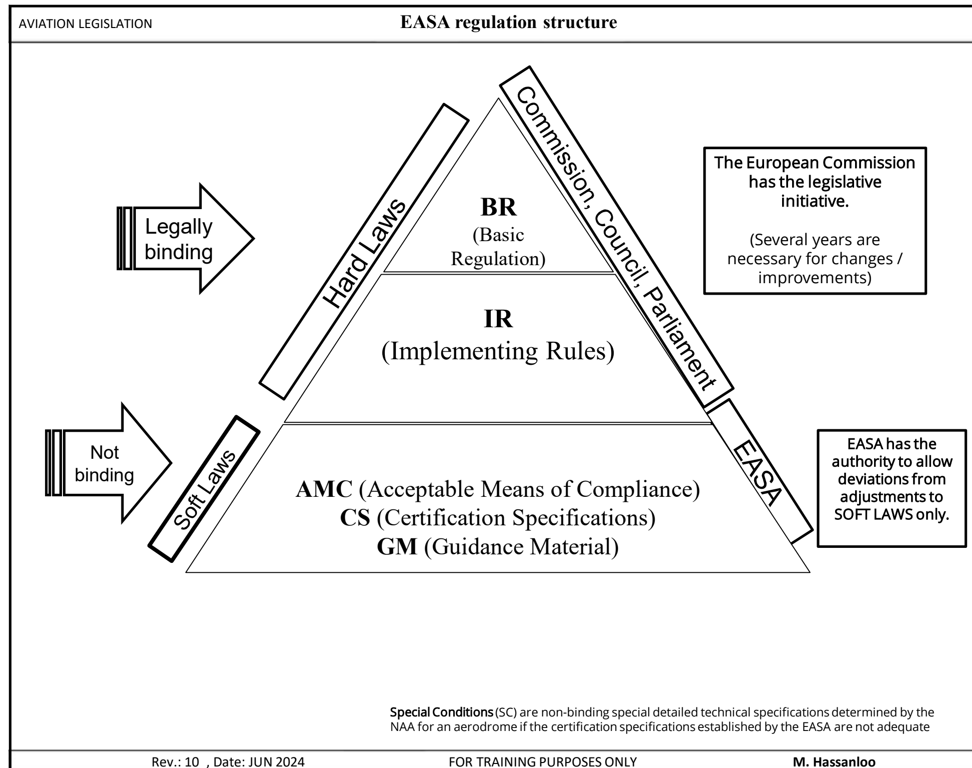
EASA regulation structure



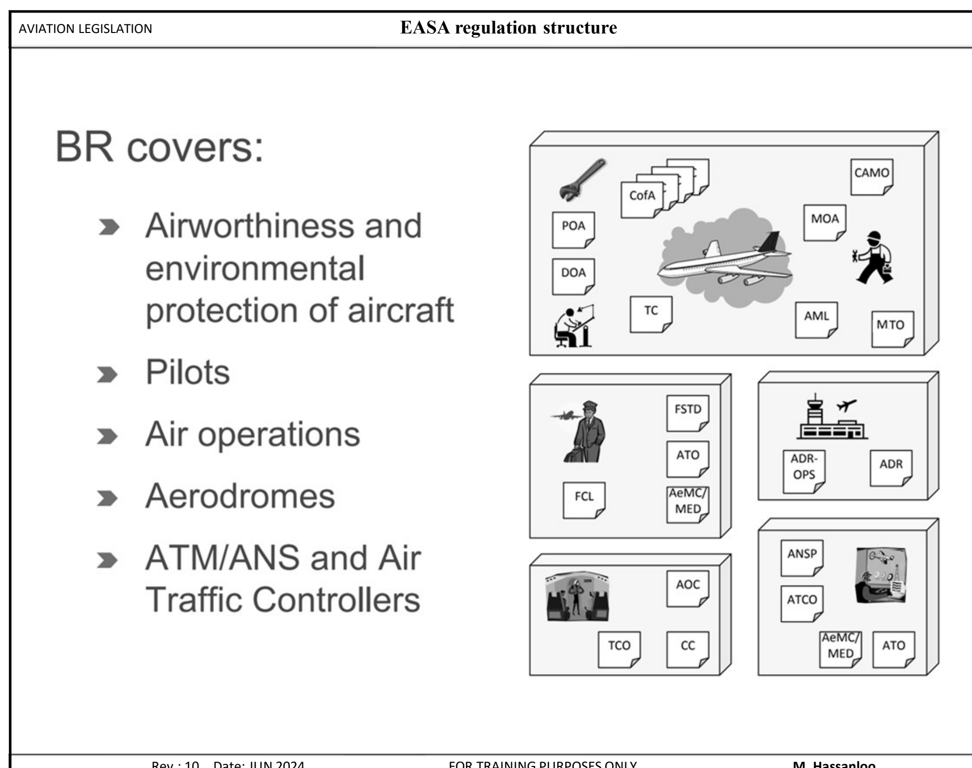
The European Free Trade Association (**EFTA**) is the intergovernmental organisation of Iceland, Liechtenstein, Norway and Switzerland.

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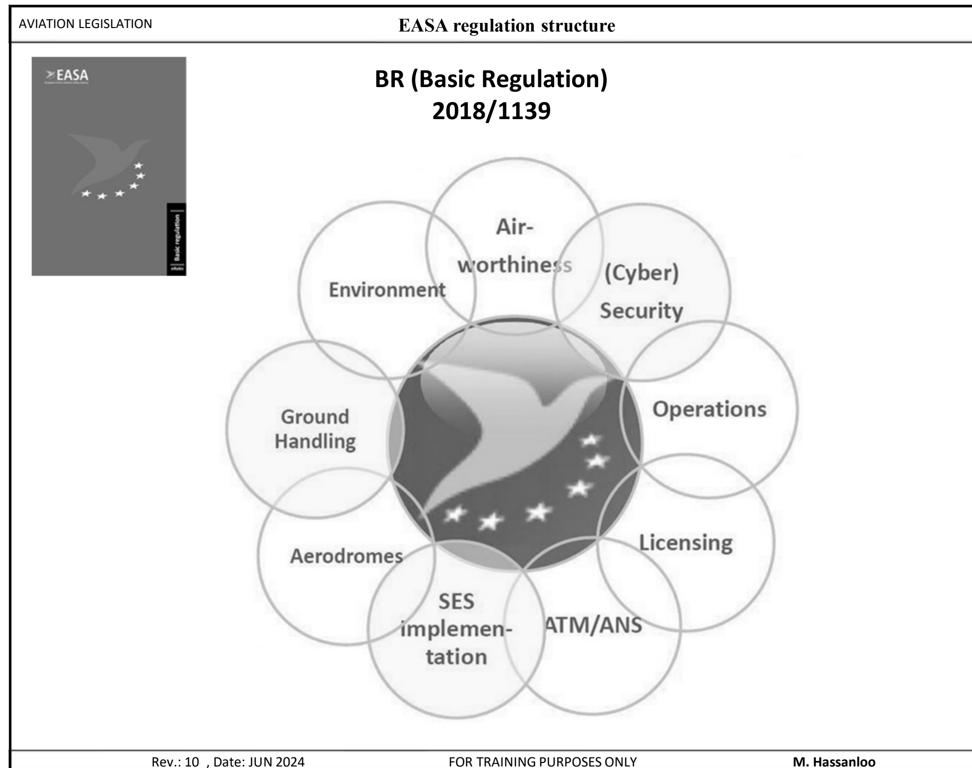
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AVIATION LEGISLATION
EASA regulation structure
Legally binding
Not binding
Hard Laws
Soft Laws
Commission, Council, Parliament
EASA
BR
(Basic Regulation)
IR
(Implementing Rules)
AMC (Acceptable Means of Compliance)
CS (Certification Specifications)
GM (Guidance Material)
The European Commission has the legislative initiative.
(Several years are necessary for changes / improvements)
EASA has the authority to allow deviations from adjustments to SOFT LAWS only.
Special Conditions (SC) are non-binding special detailed technical specifications determined by the NAA for an aerodrome if the certification specifications established by the EASA are not adequate
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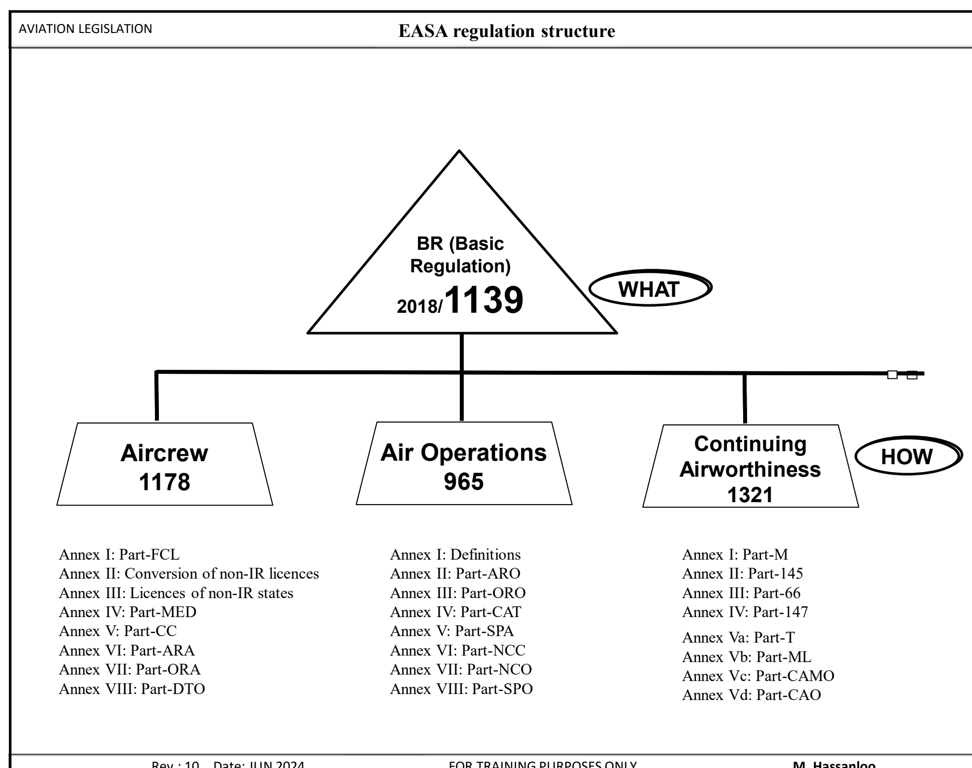
90


AVIATION LEGISLATION
EASA regulation structure
BR covers:
Airworthiness and environmental protection of aircraft
Pilots
Air operations
Aerodromes
ATM/ANS and Air Traffic Controllers
CofA
CAMO
POA
MOA
DOA
TC
AML
MTO
FSTD
ATO
FCL
AeMC/MED
ADR-OPS
ADR
AOC
TCO
CC
ANSP
ATCO
AeMC/MED
ATO
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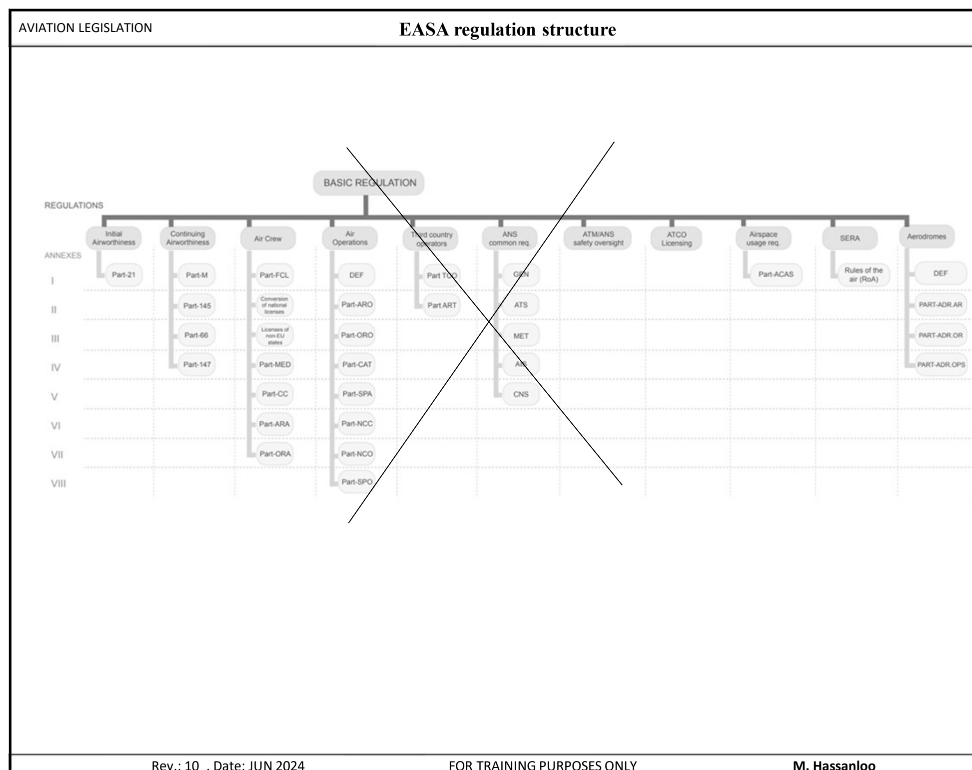

AVIATION LEGISLATION
EASA regulation structure
BR (Basic Regulation)
2018/1139
Air-
worthiness
(Cyber)
Security
Environment
Operations
Ground
Handling
Licensing
Aerodromes
SES
implemen-
tation
ATM/ANS
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AVIATION LEGISLATION
EASA regulation structure
BR (Basic
Regulation)
2018/1139
WHAT
Aircrew
1178
Air Operations
965
Continuing
Airworthiness
1321
HOW
Annex I: Part-FCL
Annex II: Conversion of non-IR licences
Annex III: Licences of non-IR states
Annex IV: Part-MED
Annex V: Part-CC
Annex VI: Part-ARA
Annex VII: Part-ORA
Annex VIII: Part-DTO
Annex I: Definitions
Annex II: Part-ARO
Annex III: Part-ORO
Annex IV: Part-CAT
Annex V: Part-SPA
Annex VI: Part-NCC
Annex VII: Part-NCO
Annex VIII: Part-SPO
Annex I: Part-M
Annex II: Part-145
Annex III: Part-66
Annex IV: Part-147
Annex Va: Part-T
Annex Vb: Part-ML
Annex Vc: Part-CAMO
Annex Vd: Part-CAO
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EASA regulation structure



AVIATION LEGISLATION

EASA regulation structure

EASA
European Union Aviation Safety Agency

Latest information is available via https://www.easa.europa.eu/regulations *(including Acceptable Means of Compliance, Guidance Material (AMC/GM) and Certification Specifications (CS))*
View our FAQ's via https://www.easa.europa.eu/the-agency/faqs

	IR: Implementing Regulation DR: Delegated Regulation	Annexes
Basic Regulation	(EU) 2018/1139	
Initial Airworthiness	IR: (EU) No 748/2012	Annex I: Part 21 Annex II: Repealed Regulation – list of amendments Annex III: Correlation table
Additional airworthiness specifications for operations	IR: (EU) 2015/640	Annex I: Part-26
Continuing airworthiness	IR: (EU) No 1321/2014	Annex I: Part-M Annex II: Part-145 Annex III: Part-66 Annex IV: Part-147 Annex Va: Part-T Annex Vb: Part-ML Annex Vc: Part-CAMO Annex Vd: Part-CAO
Aircrew	IR: (EU) No 1178/2011	Annex I: Part-FCL Annex II: Conversion of non-EU licences Annex III: Licences of non-EU states Annex IV: Part-MED Annex V: Part-CC Annex VI: Part-ARA Annex VII: Part-ORA Annex VIII: Part-DTO
Air operations	IR: (EU) No 965/2012	Annex I: Definitions Annex II: Part-ARO Annex III: Part-ORO Annex IV: Part-CAT Annex V: Part-SPA Annex VI: Part-NCC Annex VII: Part-NCO

EASA regulation structure

	IR: Implementing regulation DR: Delegated Regulation	Annexes
Basic Regulation	IR: (EU) 2018/1139	
Initial Airworthiness	IR: (EU) No 748/2012	Annex I: Part-21
Additional airworthiness specifications for operations	IR: (EU) 2015/640	Annex I: Part-26
Continuing airworthiness	IR: (EU) No 1321/2014	Annex I: Part-M Annex II: Part-145 Annex III: Part-66 Annex IV: Part-147 Annex Va: Part-T Annex Vb: Part-ML Annex Vc: Part-CAMO Annex Vd: Part-CAO

EASA regulation structure

Reference	Designation	Topic
Annex I	Part-M	Continuing airworthiness standards – other-than-'light aircraft'
		Includes Subpart F and Subpart G organisation requirements, applicable only until 24-Sep-2021
Annex II	Part-145	Maintenance organisation (all types of aircraft types and operation)
Annex III	Part-66	Maintenance licensing
Annex IV	Part-147	Maintenance training organisation
Annex Va	Part-T	Requirements for 3rd country a/c dry leased by an AOC
Annex Vb	Part-ML	Continuing airworthiness standards – 'light aircraft'
Annex Vc	Part-CAMO	Continuing airworthiness management organisation (all types of aircraft types and operation)
Annex Vd	Part-CAO	Combined (continuing airworthiness management and/or maintenance) organisation – non-complex aircraft and non-licenced air carrier

Note: the (unofficial) denomination 'Light aircraft' means the following non-complex motor-powered aircraft:

- aeroplanes up to 2730 Kg MTOM
- rotorcraft up to 1200 Kg MTOM / max 4 occupants
- other ELA2 aircraft.

Part T is applicable to aircraft registered in a third country (means a non EU country) and whose oversight has not been delegated to a Member State.

Part T concerns the airworthiness management of aircraft which are leased for a short term (Short term is identified as less than 7 months).

In particular it accepts that for a short term lease the aircraft may not be "fully compliant" with all EASA requirements, instead focusing on the need to demonstrate compliance with ICAO requirements.

In accordance with the requirements of ORO.AOC.110 (a) any lease agreement concerning aircraft used by an operator certified in accordance with this Part shall be subject to prior approval by the competent authority. (Without prejudice to Regulation (EC) No 1008/2008)

The CAMO carries the responsibility for the airworthy condition of the aircraft for which it performs the continuing airworthiness management; it should thus be satisfied before the intended flight that all required maintenance has been properly carried out by a maintenance organisation.

Annex Vb (Part-ML)

GENERAL
ML.1 ....
SECTION A — TECHNICAL REQUIREMENTS
SUBPART A — GENERAL ....
ML.A.101 Scope....................
SUBPART B — ACCOUNTABILITY....................
ML.A.201 Responsibilities ....
ML.A.202 Occurrence reporting....................
SUBPART C — CONTINUING AIRWORTHINESS....................
ML.A.301 Continuing-airworthiness tasks ....
ML.A.302 Aircraft maintenance programme ....
ML.A.303 Airworthiness directives ....
ML.A.304 Data for modifications and repairs ....
ML.A.305 Aircraft continuing-airworthiness record system....................
ML.A.307 Transfer of aircraft continuing-airworthiness records ....
SUBPART D — MAINTENANCE STANDARDS ....
ML.A.401 Maintenance data....................
ML.A.402 Performance of maintenance ....
ML.A.403 Aircraft defects ....
SUBPART E — COMPONENTS....................
ML.A.501 Classification and installation ....
ML.A.502 Component maintenance ....
ML.A.503 Service-life-limited components....................
ML.A.504 Control of unserviceable components....................
SUBPART H — CERTIFICATE OF RELEASE TO SERVICE (CRS) ....
ML.A.801 Aircraft certificate of release to service ....
ML.A.802 Component certificate of release to service ....
ML.A.803 Pilot-owner authorisation....................
SUBPART I — AIRWORTHINESS REVIEW CERTIFICATE (ARC)....................
ML.A.901 Aircraft airworthiness review ....
ML.A.902 Validity of the airworthiness review certificate ....
ML.A.903 Airworthiness review process....................
ML.A.904 Qualification of airworthiness review staff ....
ML.A.905 Transfer of aircraft registration within the Union ....
ML.A.906 Airworthiness review of aircraft imported into the Union
ML.A.907 Findings ....

ANNEX Vc
(Part-CAMO)

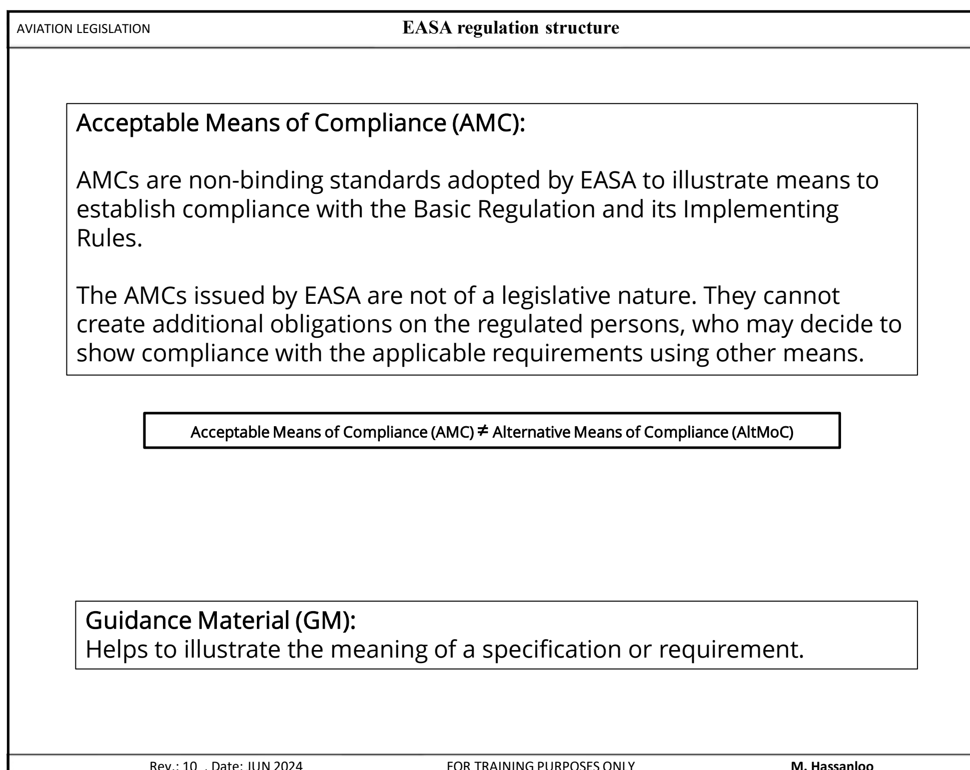
CAMO.001 General
SECTION A — ORGANISATION REQUIREMENTS
CAMO.A.005 Scope
CAMO.A.105 Competent authority
CAMO.A.115 Application for an organisation certificate
CAMO.A.120 Means of compliance
CAMO.A.125 Terms of approval and privileges
CAMO.A.130 Changes to the organisation
CAMO.A.135 Continued validity
CAMO.A.140 Access
CAMO.A.150 Findings
CAMO.A.155 Immediate reaction to a safety problem
CAMO.A.160 Occurrence reporting
CAMO.A.200 Management system
CAMO.A.202 Internal safety reporting scheme
CAMO.A.205 Contracting and subcontracting
CAMO.A.215 Facilities
CAMO.A.220 Record-keeping
CAMO.A.300 Continuing airworthiness management exposition
CAMO.A.305 Personnel requirements
CAMO.A.310 Airworthiness review staff qualifications
CAMO.A.315 Continuing airworthiness management
CAMO.A.320 Airworthiness review
CAMO.A.325 Continuing airworthiness management data

Annex Vd (Part-CAO)

GENERAL
CAO.1 General
SECTION A — ORGANISATION REQUIREMENTS
CAO.A.010 Scope
CAO.A.015 Application
CAO.A.017 Means of compliance
CAO.A.020 Terms of approval
CAO.A.025 Combined airworthiness exposition
CAO.A.030 Facilities
CAO.A.035 Personnel requirements
CAO.A.040 Certifying staff
CAO.A.045 Airworthiness review staff
CAO.A.050 Components, equipment and tools
CAO.A.055 Maintenance data and work orders
CAO.A.060 Maintenance standards
CAO.A.065 Aircraft certificate of release to service
CAO.A.070 Component certificate of release to service
CAO.A.075 Continuing-airworthiness management
CAO.A.080 Continuing airworthiness management data
CAO.A.085 Airworthiness review
CAO.A.090 Record-keeping
CAO.A.095 Privileges of the organisation
CAO.A.100 Quality system and organisational review
CAO.A.105 Changes to the organisation
CAO.A.110 Continued validity
CAO.A.115 Findings


AVIATION LEGISLATION
EASA regulation structure
Implementing rule
Acceptable means of compliance
Guidance material
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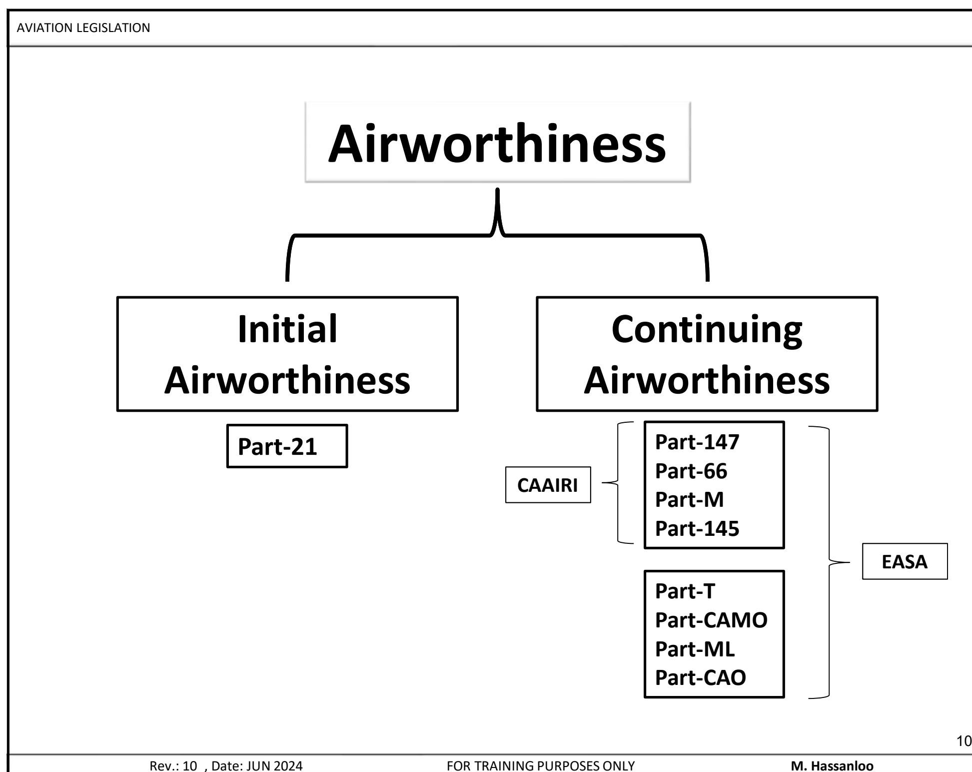

AVIATION LEGISLATION
EASA regulation structure
Acceptable Means of Compliance (AMC):
AMCs are non-binding standards adopted by EASA to illustrate means to establish compliance with the Basic Regulation and its Implementing Rules.
The AMCs issued by EASA are not of a legislative nature. They cannot create additional obligations on the regulated persons, who may decide to show compliance with the applicable requirements using other means.
Acceptable Means of Compliance (AMC) ≠ Alternative Means of Compliance (AltMoC)
Guidance Material (GM):
Helps to illustrate the meaning of a specification or requirement.
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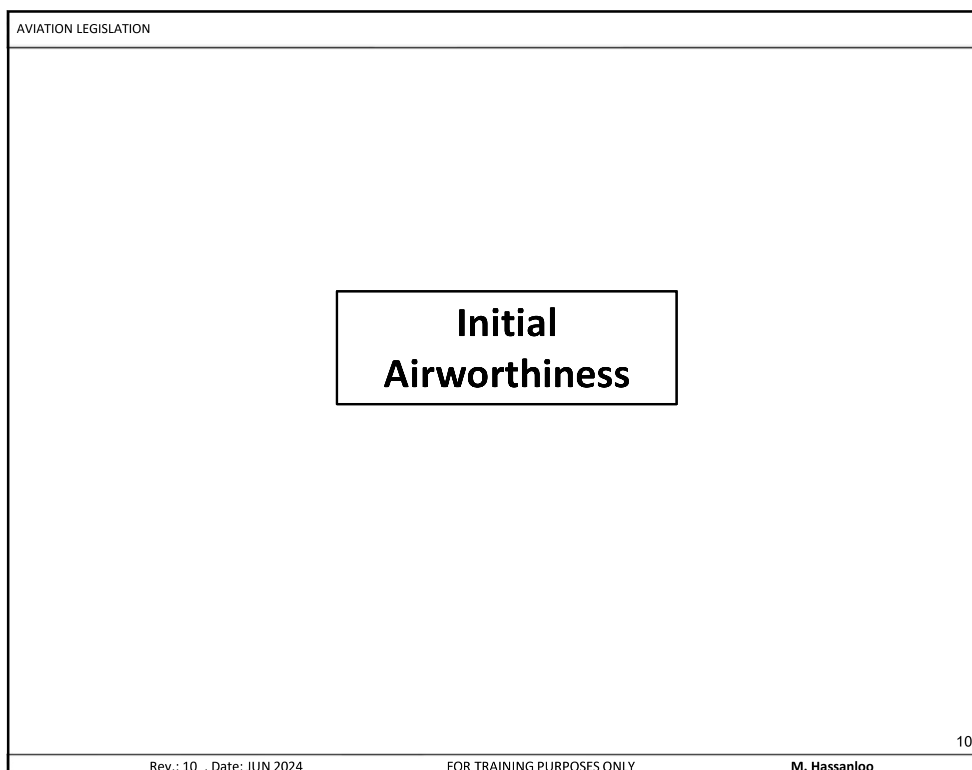
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IR Iran Aviation Law (**Act**)
Initial Airworthiness
Continuing Airworthiness
Aircrew
Air operation
ATCO
ANS
Aerodromes
...
Part-21
Part-M
Part-145
Part-147
Part-66

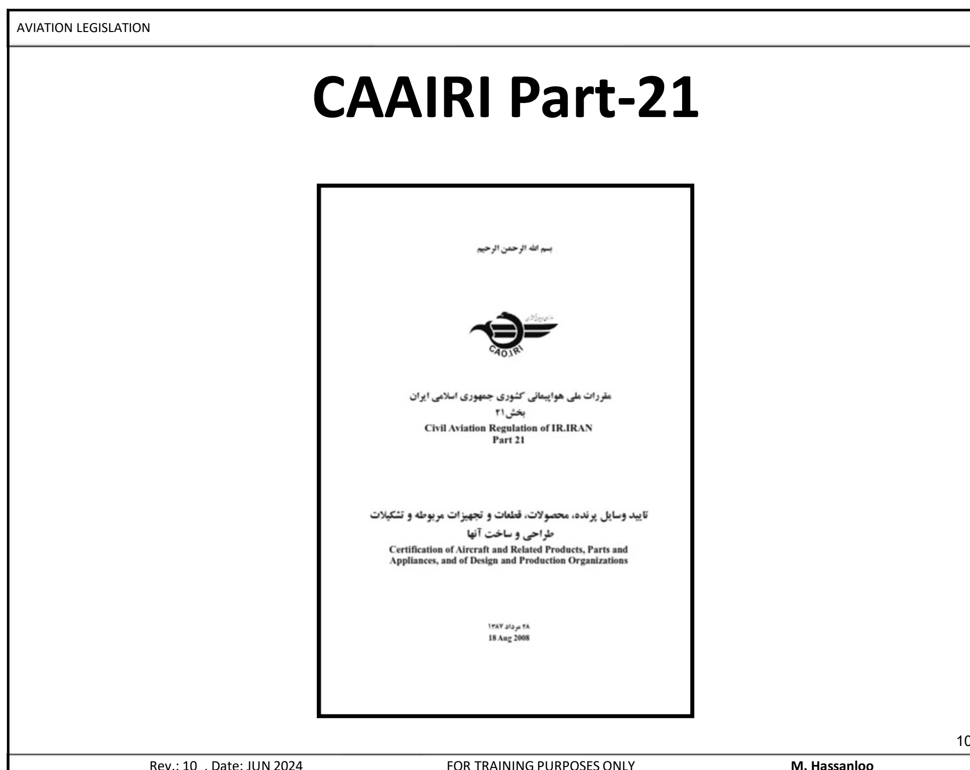
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AVIATION LEGISLATION
Airworthiness
Initial Airworthiness
Continuing Airworthiness
Part-21
CAAIRI
Part-147
Part-66
Part-M
Part-145
EASA
Part-T
Part-CAMO
Part-ML
Part-CAO
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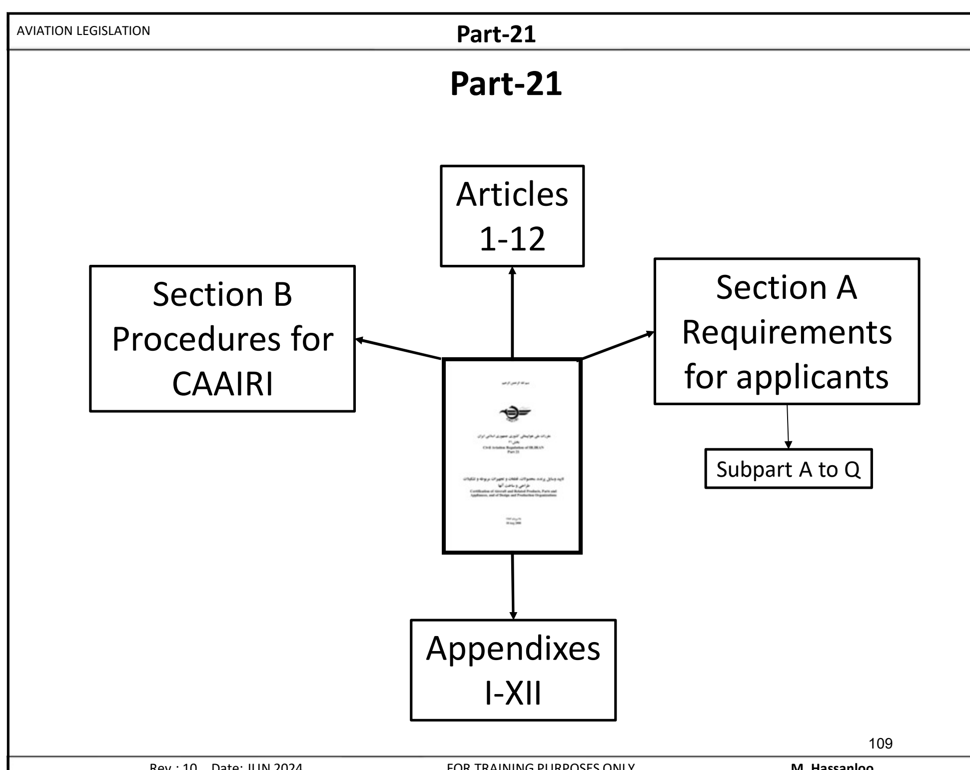
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AVIATION LEGISLATION
Initial Airworthiness
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AVIATION LEGISLATION
CAAIRI Part-21
بسم الله الرحمن الرحیم
CAO.IRI
مقررات ملی هواپیمائی کشوری جمهوری اسلامی ایران
بخش ۲۱
Civil Aviation Regulation of IR.IRAN
Part 21
تایید وسایل پرنده، محصولات، قطعات و تجهیزات مربوطه و تشکیلات
طراحی و ساخت آنها
Certification of Aircraft and Related Products, Parts and Appliances, and of Design and Production Organizations
۲۸ مرداد ۱۳۸۷
18 Aug 2008
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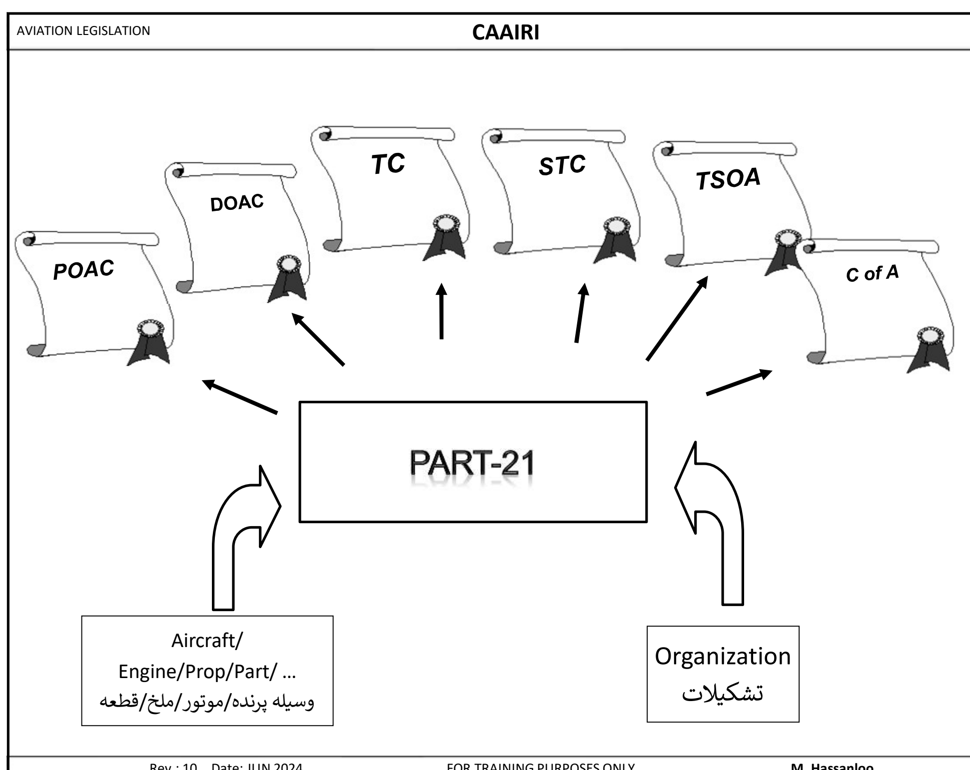
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AVIATION LEGISLATION
Part-21
Part-21
Articles 1-12
Section B Procedures for CAAIRI
Section A Requirements for applicants
Subpart A to Q
Appendixes I-XII
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CONTENTS

Design Organization Approval (DOA)
Type Certificate (TC)
Minor Change
Major Change (Supplemental Type Certificate)
Repair Design Approval
Technical Standard Order (TSO)
Production Organization Approval (POA)
Marking and Identification
Certificate of Airworthiness (C of A)



A

Subpart A: **GENERAL PROVISIONS**

- **Scope**

- **Coordination between design and production**

Each holder of a TC (type-certificate), RTC (restricted type-certificate), STC (supplemental type-certificate), ITSO authorisation, approval of a change to type design or approval of a repair design, shall collaborate with the production organization as necessary

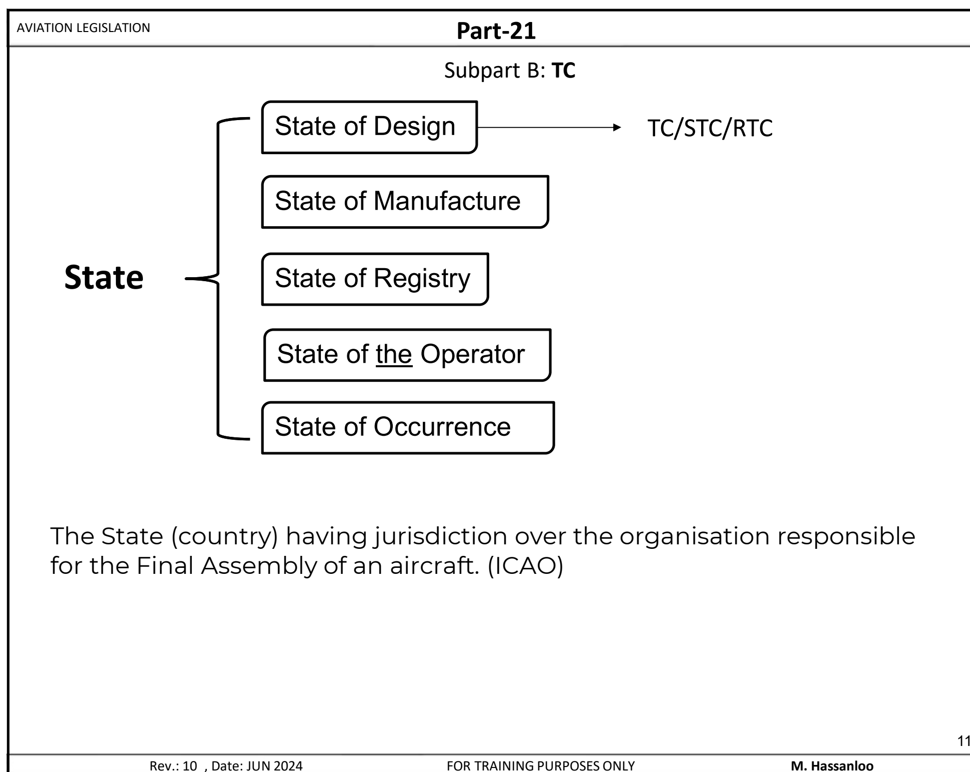
- **AD**

The CAOIRI shall issue an airworthiness directive when:
1. an unsafe condition has been determined by the CAOIRI to exist in an aircraft, as a result of a deficiency in the aircraft, or an engine, propeller, part or appliance installed on this aircraft; and
2. That condition is likely to exist or develop in other aircraft.

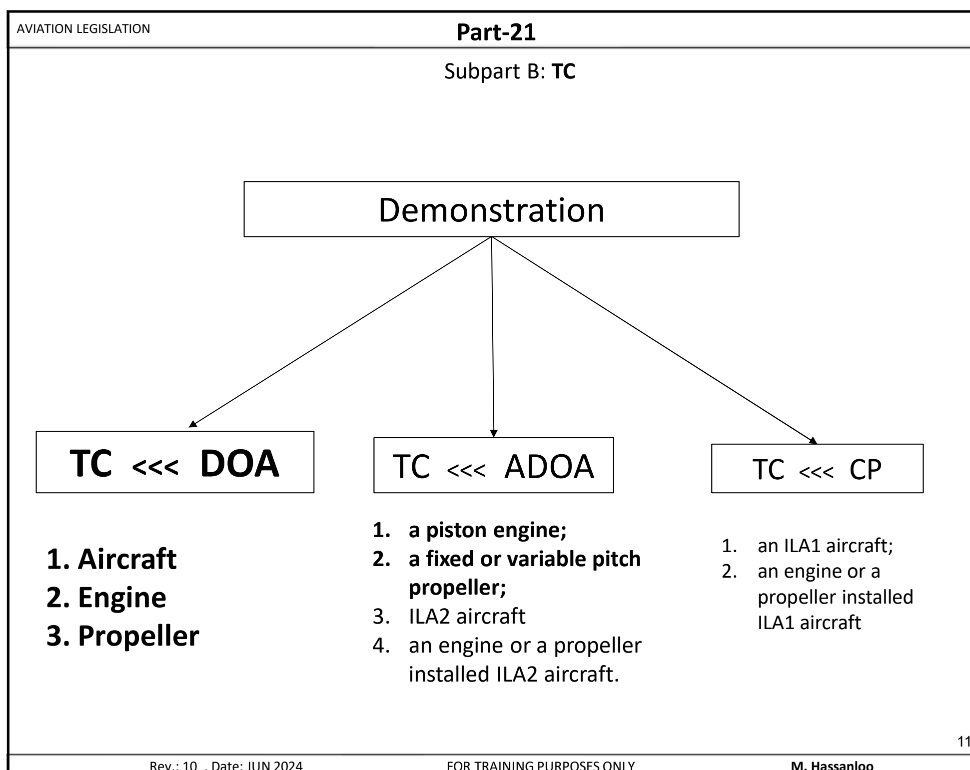
B

Subpart B: **TC & RTC & TVC**

The procedure for issuing:
- Type Certificates for products, and
- Restricted Type Certificates for aircraft, and
- Type Validation Certificate for aircraft and engine, and
- establishes the rights and obligations of the applicants for, and holders of, those certificates


AVIATION LEGISLATION
Part-21
Subpart B: TC
State
State of Design
TC/STC/RTC
State of Manufacture
State of Registry
State of the Operator
State of Occurrence
The State (country) having jurisdiction over the organisation responsible for the Final Assembly of an aircraft. (ICAO)
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AVIATION LEGISLATION
Part-21
Subpart B: TC
Demonstration
TC <<< DOA
TC <<< ADOA
TC <<< CP
1. Aircraft
2. Engine
3. Propeller
1. a piston engine;
2. a fixed or variable pitch propeller;
3. ILA2 aircraft
4. an engine or a propeller installed ILA2 aircraft.
1. an ILA1 aircraft;
2. an engine or a propeller installed ILA1 aircraft
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D

Subpart D
Approval of change to TC

Different Classifications of Changes – Consider Certification Basis (related to change of product)

Major Changes promulgated by the TC, for Minor changes – no restriction for applicant.

A '**minor change**' is one that has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, noise, fuel venting, exhaust emission, operational suitability data or other characteristics affecting the airworthiness of the product,

All other changes are '**major changes**'

E

Subpart E
Supplemental Type Certificates (STC)

Relates to Approval process for Major Changes to a product typically where the Applicant is not the TC Holder.

Includes requirement to determine the obligations to enter into agreement with the TCH, Concerns the Issue of a STC Holder.

Note that the application for an STC is typically accepted from a Part 21 DOA Holder (Subpart J)

Demonstration

DOA ADOA CP



In the name of God

Islamic Republic of Iran
Civil Aviation Organization

Supplemental Type Certificate

Number: STC-13

Pursuant to the rules and regulations of the I.R.Iran for the time being in force and subject to the conditions specified below, this certificate issued to

Sa Iran Electro-Optics Industries Co.
Bashir Industrial Complex
IRAN-Esfahan, Kaveh Ave. Opposite of Kaveh Terminal
and

certifies that the change in the type design for the following product with the limitations and conditions therefore as specified hereon meets the airworthiness requirements of FAR 25.

Original Product-Type Certificate Number: T-050-87
Make: Fokker Service B.V.
Model: Fokker F-27 Mark 050

Description of Type Design Change:
Installation of Window Windshield as follows in accordance with Master Data List No. DO11-01-F50-01 MDL or later CAO IRI approved revision.

- Installation of Windshield LH on Fokker F-27 Mark 050(Fokker 50) with P/N: IPADO11-PO09-09000-41919 and P/N: IPADO11-PO09-F5107-152-001
- Installation of Windshield RH on Fokker F-27 Mark 050(Fokker 50) with P/N: IPADO11-PO09-09000-41918 and P/N: IPADO11-PO09-F5107-152-002

Limitation and Conditions:

1- The installer must determine whether this design change is compatible with previously approved modifications.
2- If the holder agrees to permit another person to use this certificate to alter the product, the holder shall give the other person written evidence of that permission.
3- A copy of this certificate and documents referred in latest revision of Doc No. DO11-01-F50-01 MDL must be maintained as part of the permanent records of the modified aircraft.
4- This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended or revoked.

Date of issue: 22 Jun. 2018

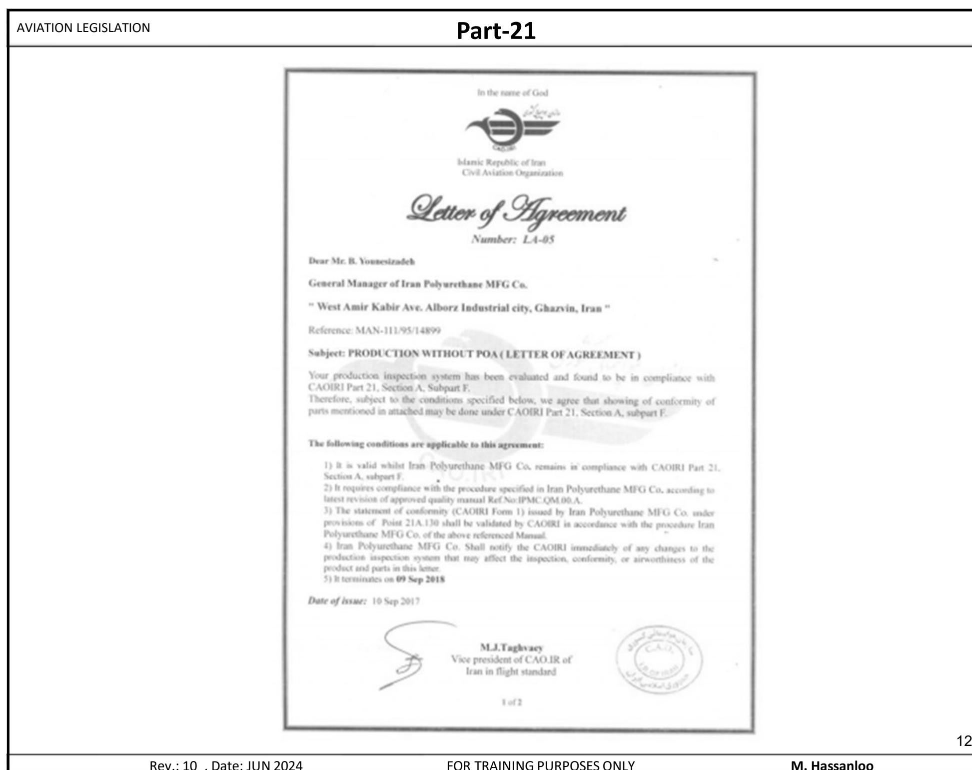
M.Hasanloo
Vice president of CAO
for flight standards

F

Subpart F
Production without POA

Used when Subpart G is not appropriate, or as part of a development process where release of product, part or appliance is needed prior to the subsequent certification and issuance of Subpart G approval

Relates to Statement of Conformity & typically requires validation of each production release certificate by a representative of the local Airworthiness Authority.



In the name of God

Islamic Republic of Iran
Civil Aviation Organization

Letter of Agreement

Number: LA-05

Dear Mr. B. Younesizadeh

General Manager of Iran Polyurethane MFG Co.

" West Amir Kabir Ave. Alborz Industrial city, Ghazvin, Iran "

Reference: MAN-111/95/14899

Subject: PRODUCTION WITHOUT POA (LETTER OF AGREEMENT)

Your production inspection system has been evaluated and found to be in compliance with CAOIRI Part 21, Section A, Subpart F.
Therefore, subject to the conditions specified below, we agree that showing of conformity of parts mentioned in attached may be done under CAOIRI Part 21, Section A, subpart F.

The following conditions are applicable to this agreement:

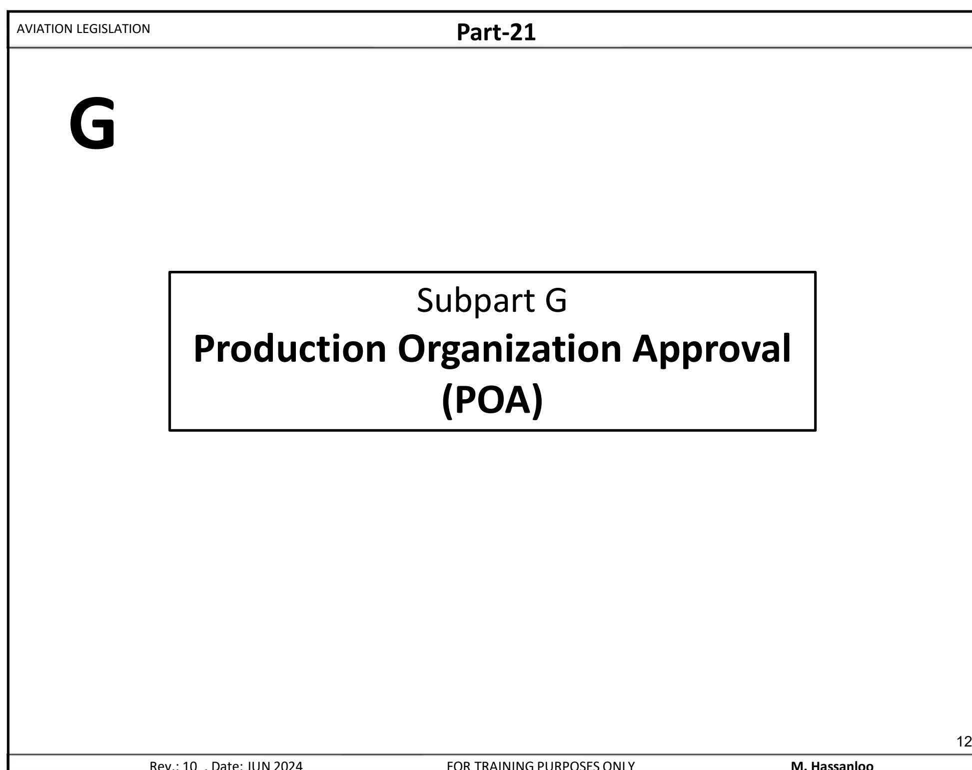
1) It is valid whilst Iran Polyurethane MFG Co. remains in compliance with CAOIRI Part 21, Section A, subpart F.
2) It requires compliance with the procedure specified in Iran Polyurethane MFG Co. according to latest revision of approved quality manual Ref.No:IPMC.QM.00.A.
3) The statement of conformity (CAOIRI Form 1) issued by Iran Polyurethane MFG Co. under provisions of Point 21A.130 shall be validated by CAOIRI in accordance with the procedure Iran Polyurethane MFG Co. of the above referenced Manual.
4) Iran Polyurethane MFG Co. Shall notify the CAOIRI immediately of any changes to the production inspection system that may affect the inspection, conformity, or airworthiness of the product and parts in this letter.
5) It terminates on **09 Sep 2018**

Date of issue: 10 Sep 2017

M.J.Taghvaey
Vice president of CAO.IR of
Iran in flight standard

1 of 2

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G

Subpart G
Production Organisation Approval (POA)

- Concerns the rules for showing compliance of products, parts & appliances with the relevant design data.
- Requires Production Organisation Exposition (POE)
- Requires Quality System, with associated competent Personnel,
- Strong link between the Design Organisation and associated Production Organisation
- May Include the potential need for Flight Test
- Issue of Form 1: Conformity to design data, safe for operation and
- Issue of Form 52 (statement of conformity) for complete aircraft.

G

Subpart G - POA

1. Upon presentation of a Statement of Conformity (CAAIRI Form 52) for an **aircraft** under 21A.174,
obtain an aircraft **C of A** and a Noise certificate without further showing.

2. For **products, parts or appliances**
issue authorised release certificates (CAAIRI Form 1) under 21A.307 without further showing.

G

1. Civil Aviation Organisation of Islamic Republic of IRAN		2.AUTHORISED RELEASE CERTIFICATE CAOIRI FORM 1			3. Form Tracking Number
4. Approved Organisation Name and Address:					5. Work Order/Contract/Invoice
6. Item	7. Description	8. Part No	9. Quantity	10. Serial/Batch No	11. Status/Work
12. Remarks					

13a. Certifies that the items identified above were manufactured in conformity to: ☐ approved design data and are in condition for safe operation ☐ non-approved design data specified in block 12		14a. ☐ Part-145.A.50 Release to Service ☐ Other regulation specified in block 12 Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12, was accomplished in accordance with Part-145 and in respect to that work the items are considered ready for release to service.	
13b. Authorised Signature	13c. Approval/Authorisation Number	14b. Authorised Signature	14c. Certificate/Approval Ref. No
13d. Name	13e. Date (d/m/y)	14d. Name	14e. Date (d/m/y)

USER/INSTALLER RESPOSIBILITIES
This certificate does not automatically constitute authority to install the item(s).

Where the user/installer works in accordance with the national regulation of an airworthiness authority specified in block1 it is essential that the user/installer that his/her airworthiness authority accepts parts/components/assemblies from the airworthiness authority specified in block 1.

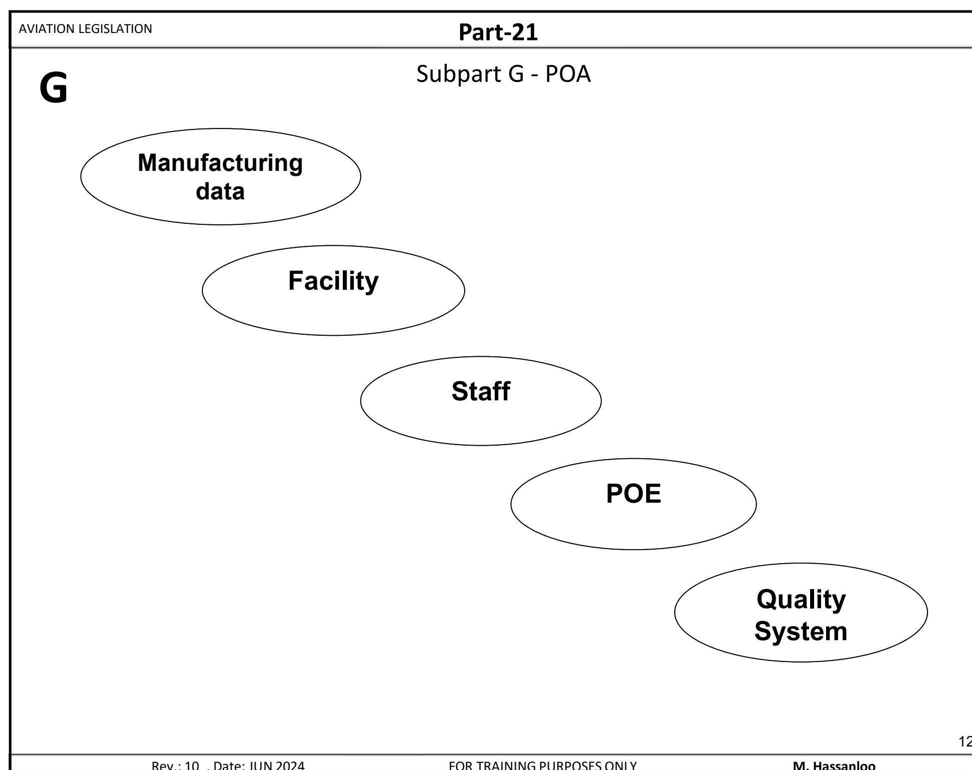
Statement in blocks 13a and 14a do not constitute installation certification. In all cases the aircraft maintenance record shall contain an installer before the aircraft may be flown.

Page 1 of 7 CAOIRI Form 1

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G

Subpart G - POA



125

H

Subpart H

Airworthiness Certificates

New Aircraft Certificate of Airworthiness
issued upon presentation to the CAAIRI of a Statement of Conformity iaw the requirements of Subpart F or G or with an export certificate of airworthiness

Used aircraft a C of A is issued upon presentation of Airworthiness Review Certificate (**ARC**) internal
Airworthiness status report plus additional data (STC's Mods & Repairs weight & balance, Flight Manual, records together with ARC recommendation.

I

Subpart I

Noise Certificates

New aircraft – Noise certificate issued upon presentation of relevant documentation (statement of conformity or similar if from outside the Iran)

Used aircraft – Noise certificate issued upon presentation of noise information and appropriate Records.

Additional information related to Noise Certificates Reference to ICAO Annex 16 & (CS) Certification Specification 36.

J

Subpart J

Design Organization Approval (DOA)

J

Subpart J

Design Organisation Approval (DOA)

A Design Organisation Approval is the recognition that a Design Organisation complies with the requirements of Part 21 Subpart J.

- The privileges of the DOA,
- How the Design Assurance System functions.
- Requires a Design Organisation Handbook,
- Consideration of the relationship with the Production Organisation Approval (POA)

Subpart J- **DOA**

J

DOA is need for an applicant for:
- TC
- STC
- Major repair
- ITSO for APU
- Minor & Major change

Islamic Republic of Iran
Civil Aviation Authority
Terms of Approval
Design Organization Approval Certificate
Number: IR.21J.17

TC	STC	Major Changes	Minor Changes	Major Repairs	Minor Repairs	Flight conditions	Permit to Fly

An Organization designing:
- a piston engine, or
- a fixed or adjustable pitch propeller, or
- an aircraft belonging to ELA 1 or ELA 2 Category, or
- an engine or a propeller installed in an ELA1 or ELA 2 aircraft

is **exempt** from being required to have a DOA. (See 21.A.14(b) and (c))

Subpart J- **DOA**

J

Demonstration of capability → DOA / ADOA / CP

Certification programme for a specific project (CP)

ADOA (Alternative Procedures to Design Organisation Approval)
An ADOA approval is the recognition that a Design Organisation complies with certain criteria of Part 21. This is done by implementing procedures setting out the specific design practices, resources and sequence of activities necessary to comply with the various Subparts of Part 21 dealing with design approval processes.

J

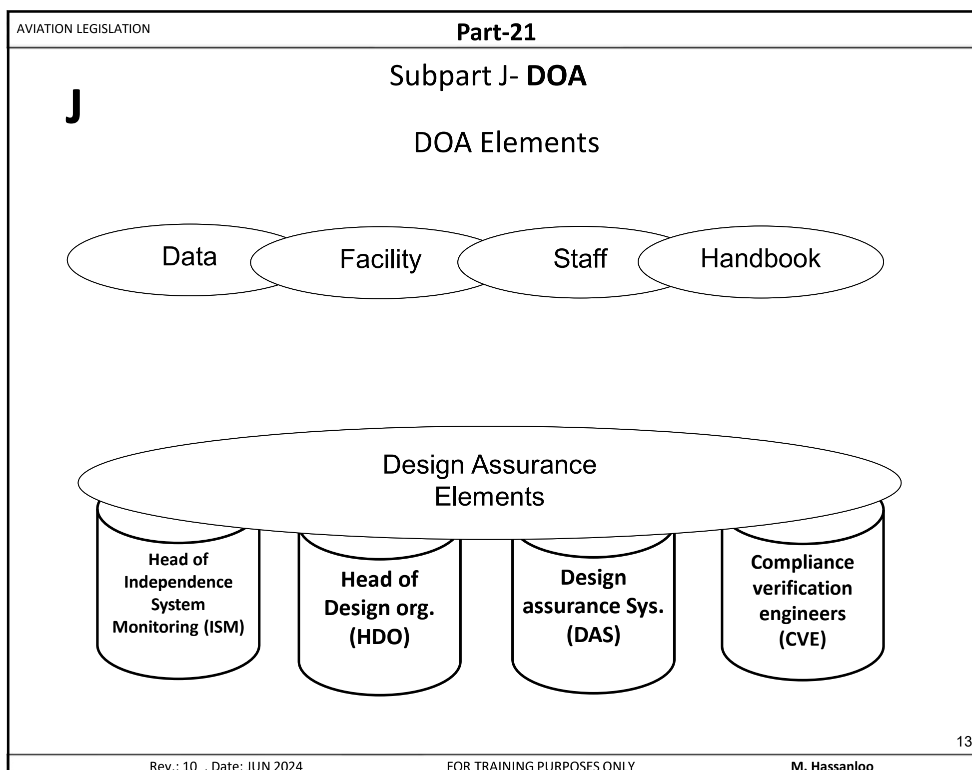
Type of design	Demonstration of capability DOA	ADOA	CP	None
Aircraft Type Design				
All Aircraft	yes			
ELA 2*	yes	yes		
ELA 1*	yes	yes	yes	
Engine Type Certificate				
All Engines	yes			
Piston Engine	yes	yes		
Engine installed in ELA2 Aircraft	yes	yes		
Engine installed in ELA1 Aircraft	yes	yes	yes	
Propeller Type Certificate				
All propellers	yes			
Fixed or adjustable pitch propeller	yes	yes		
Propeller installed in ELA2 Aircraft	yes	yes		
Propeller installed in ELA1 Aircraft	yes	yes	yes	
Supplemental Type Certificate (STC)				
All STCs	yes			
STC Group 1**	yes			
STC Group 2**	yes	yes		
STC on ELA1 or its engine or propeller	yes	yes	yes	
Minor Changes	yes	yes	yes	yes
Repairs				
Minor	yes	yes	yes	yes
Major	yes	yes***		
Major on ELA1 or its engine or propeller	yes	yes	yes	
ETSO Authorisation (ETSOA)	yes	yes		

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Subpart J- **DOA**

J

DOA Elements



133

J

Subpart J- **DOA**

DOAC

In the name of God

Islamic Republic of Iran
Civil Aviation Authority

Design Organization Approval Certificate

Number: **IR.21J.17**

Pursuant to the Civil Aviation Regulation of the Islamic Republic of Iran for the time being in force and subject to the conditions specified below,CAA IRI hereby certifies

Diba Energy Pegah Co.

Unit No.13- Building No.12-Taleghani st-within jalae_Ale_Ahmad HWY
& Marzdaran blvd.-Ashrafi Esfahani HWY- Tehran , Iran

as a

DESIGN ORGANIZATION

approved according to CAA IRI Part 21, Section A, Subpart J

CONDITIONS:

1- The approval is limited to that specified in the enclosed Terms of Approval, and
2- This approval requires compliance with the procedures specified in the Design Organization Handbook, reference "DE-200-035", in the latest revision, and
3- This approval is valid whilst the approved Design Organization remains in compliance with the latest revision of CAA IRI PART 21, Section A, Subpart J.
4- Subject to compliance with the foregoing conditions, this approval shall remain valid until any specified date of expiry unless the approval has previously been surrendered, suspended or revoked.

Date of original issue: *17 March 2019*
Date of this issue: *16 March 2023*
Date of expiry: *15 March 2024*

Signature — **Mohammad Shahbazi**
Vice President for Flight Standards — Stamp

1/4

CAA IRI Form 80a

Islamic Republic of Iran
Civil Aviation Authority

Terms of Approval
Design Organization Approval Certificate
Number: **IR.21J.17**

1. Scope of work

The holder of the Design Organization Approval is entitled to design in accordance with the applicable type certification basis, operational suitability data certification basis and environmental protection requirements as defined in Annex A of this approval.

2. Privileges

(a) (Reserved)
(b) (Reserved)
(c) The holder of a design organization approval shall be entitled, within the scope of this terms of approval and under the relevant procedures of the design assurance system:

1. to classify changes to a type-certificate or to a supplemental type-certificate and repair designs as "major" or "minor";
2. to approve minor changes to a type-certificate or to a supplemental type-certificate and minor repair designs;
3. (Reserved);
4. (Reserved);
5. [Not applicable]
6. [Not applicable]
7. [Not applicable]
8. [Not applicable]
9. [Not applicable]

Date of original issue: *17 March 2019*
Date of this issue: *16 March 2023*
Date of expiry: *15 March 2024*

Signature — **Mohammad Shahbazi**
Vice President for Flight Standards — Stamp

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CAA IRI Form 80a

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AVIATION LEGISLATION

Part-21

J

Subpart J- **DOA**

DOAC

Islamic Republic of Iran
Civil Aviation Authority

Terms of Approval
Design Organization Approval Certificate
Number: **IR.21J.17**

3. Obligations

The holder of a design organization approval shall, within the scope of this terms of approval:

(a) maintain the handbook required under point 21.A.243 in conformity with the design assurance system;
(b) ensure that this handbook or the relevant procedures included by cross-reference are used as a basic working document within the organization;
(c) determine that the design of the products, or of the changes or repairs thereto, complies with the applicable type-certification basis, operational suitability data certification basis, and the environmental protection requirements, and have no unsafe features;
(d) provide the CAA IRI with statements and associated documentation confirming compliance with point (c), except for approval processes carried out in accordance with point 21.A.263(c);
(e) provide to the CAA IRI data and information related to the actions required under point 21.A.3B;
(f) [Not applicable]
(g) [Not applicable]
(h) designate data and information issued under the authority of the approved design organization within the scope of its terms of approval as established by the CAA IRI with the following statement: **The technical content of this document is approved under the authority of the DO ref.IRI.21J.17**

4. List of products
[not applicable]

5. Limitations

Limitations common to all products and activities

- Refer to DOH Ref. "DE-200-035", (Paragraph 1.1) in the latest revision.
- Development of Operational Suitability Data excludes the all OSD constituents.
- Design activities requiring flight testing are conditional to obtain CAA IRI permeation.

Date of original issue: *17 March 2019*
Date of this issue: *16 March 2023*
Date of expiry: *15 March 2024*

Signature — **Mohammad Shahbazi**
Vice President for Flight Standards — Stamp

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CAA IRI Form 80a

Islamic Republic of Iran
Civil Aviation Authority

Terms of Approval
Design Organization Approval Certificate
Number: **IR.21J.17**

Annex A
Scope of work

	TC	STC	Major Changes	Minor Changes	Major Repairs	Minor Repairs	Flight conditions	Permit to Fly
Product Type: N/A								
All scope (TCH)								
All areas								
Product Type: Turbine Engine								
Propulsion (Tay-650-15)								
Honeycomb Seal Segment		■		■		■		
Combustion liner (connector sliding, barrel section)		■		■		■		
Propulsion (V2500)								
Combustion Liner Segment		■		■	■	■		
HPT Blade Stage1 (tip grinding, coating, hard face, laser cladding)				■	■	■		
Propulsion (PW 100 Series)								
HPT and LPT NGVs Coating and Welding				■	■	■		
Propulsion (CFM56 & JT8D-200 Series)								
HPT and LPT NGV Coating				■	■	■		

Legend

- *Title for category of product*
- *Title for design scope*
- *Title for design area*
- ■ *Within scope*
- *Outside scope*

Date of original issue: *17 March 2019*
Date of this issue: *16 March 2023*
Date of expiry: *15 March 2024*

Signature — **Mohammad Shahbazi**
Vice President for Flight Standards — C.A.O. Stamp

4/4

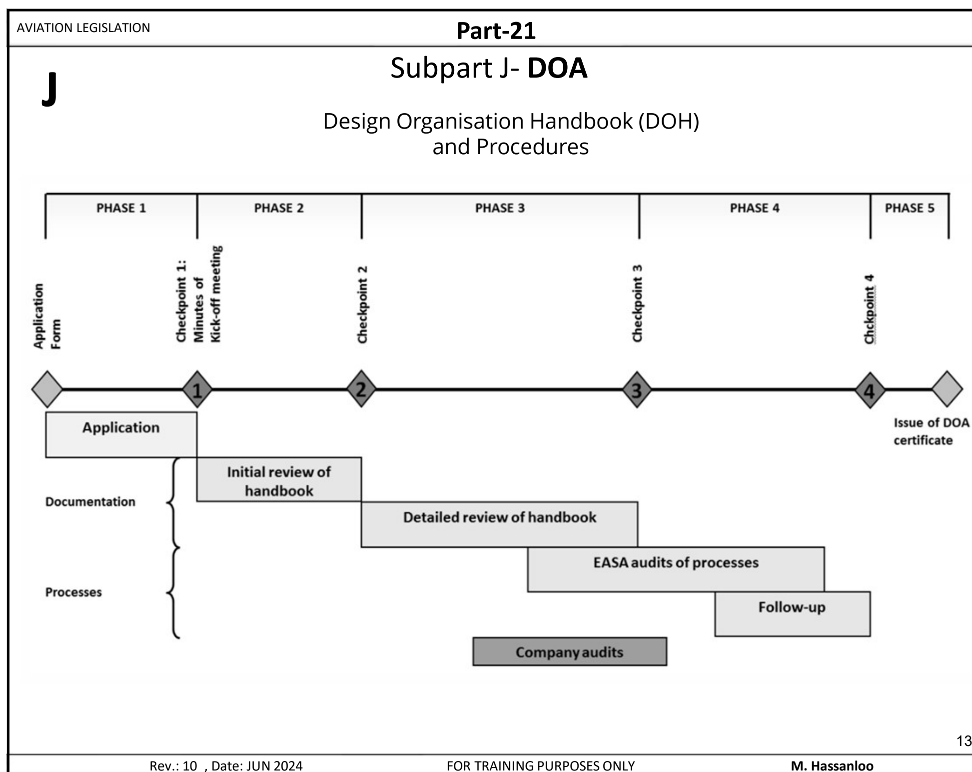
CAA IRI Form 80a

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J

Subpart J- **DOA**

Design Organisation Handbook (DOH)
and Procedures



K

Subpart K
Approval of Parts & Appliance

Shows compliance of the part or appliance with the applicable requirements:

- Through the Type Certification process concerns Subparts B, D, and or E) or
- Through the Technical Standing Order (TSO) Authorisation concern Subpart O

Considers also Standard Parts (In some cases commercial parts)

Note – Part or appliance are only eligible for installation in a type-certificated product when accompanied by an Authorised Release Certificate certifying airworthiness, and in addition the parts are marked in accordance with Subpart Q.

L

Subpart l
EXPORT CERTIFICATE OF AIRWORTHINESS

This Subpart establishes the procedure for issuing

- Export certificate of airworthiness for an aircraft and
- CAOIRI Form1 (authorized release certificates) for the export of an engine, part and appliance and

Rules governing the holders of those approvals.

M

Subpart M
Repairs

Subpart M - **Repairs**

M

21A.431

- This Subpart establishes the procedure for the approval of **repair design**
- A 'repair' means elimination of damage and/or restoration to an airworthy condition following initial release into service by the manufacturer of any product, part or appliance.
- Elimination of damage by replacement of parts or appliances without the necessity for design activity shall be considered as a maintenance task and shall therefore require no approval under this Part.

Note: Damage left unrepaired needs evaluating similar to any other repair.

Subpart M - **Repairs**

M

Repair classification

- **Major repairs** shall be approved by the:
  - Type Certificate Holder (TCH) or
  - Supplemental Type Certificate Holder (STCH) or
  - CAAIRI.
- **Minor repairs** may be approved by
  - any appropriately approved DOA holder or
  - by CAAIRI.

Note: Restoration to an airworthy condition following initial release into service by the manufacturer of any product, part or appliance.

Subpart M - **Repairs**

M

Classification can be made by either the CAAIRI or by an appropriately approved DOA.

Production of repair parts shall be wither:

- Under subpart F, or
- By an appropriately approved POA holder, or
- By an appropriately approved maintenance organization.

O

Subpart O

Iranian Technical Standard Order (ITSO) Authorisation

ITSO is a minimum performance standard for specified articles for example (avionics, components etc).

ITSO Authorisation provides for approval of the design and production.

Production Organisation Approval (POA) and approval of Alternate Procedures to DOA (ADOA)

Declaration of Design and Performance (DDP),

Deviations and Modifications to approved equipment.

P

Subpart P

Permit to Fly Procedures

Used where the C of A is temporarily invalid or cannot be issued but the aircraft is capable of performing a safe flight)

Permit to Fly may be issued by CAAIRI on application or by a Production or Design Organisation with appropriate privileges (or a suitably approved Continuous Airworthiness Management Organisation (CAMO) approved under Part M subpart G with I privileges.

Note that Flight Conditions related to safety of design must be approved either by the Agency or by an appropriately approved Design Organisation before issue of a Permit to Fly

P

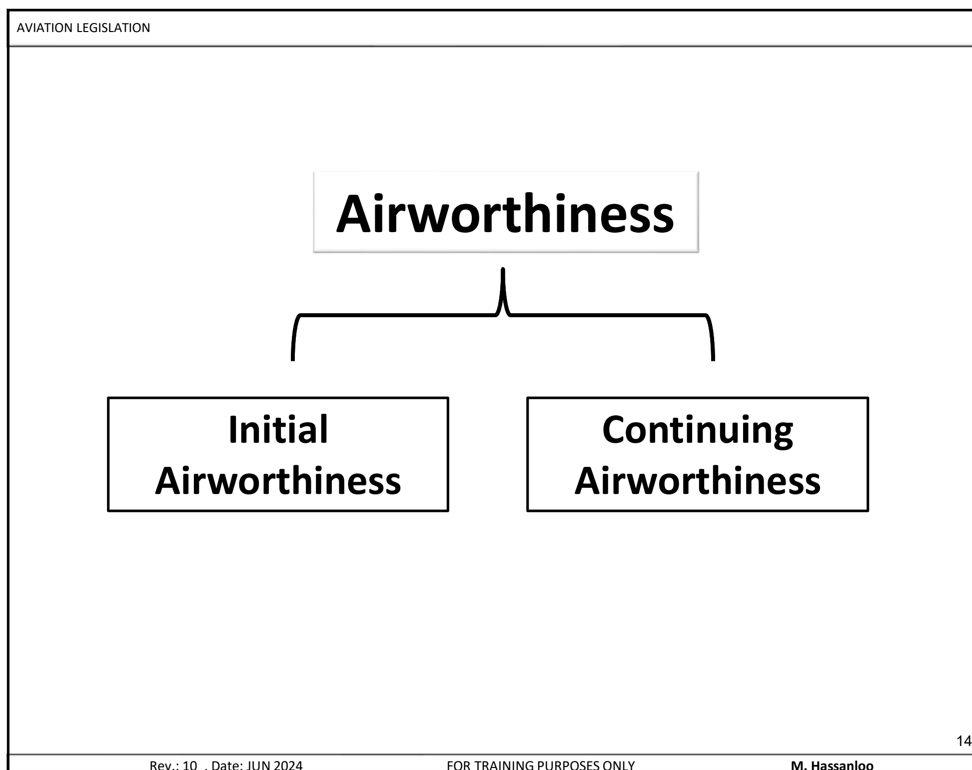
P to F:

1. development;
2. showing compliance with regulations or certification specifications;
3. design organizations or production organizations crew training;
4. production flight testing of new production aircraft;
5. flying aircraft under production between production facilities;
6. flying the aircraft for customer acceptance;
7. delivering or exporting the aircraft;
8. flying the aircraft for CAOIRI acceptance;
9. market survey, including customer's crew training;
10. exhibition and air show;
11. flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage;
12. flying an aircraft at a weight in excess of its maximum certificated takeoff weight for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available;
13. record breaking, air racing or similar competition;
14. flying aircraft meeting the applicable airworthiness requirements before conformity to the environmental requirements has been found;
15. for non-commercial flying activity on individual non-complex aircraft or types for which a certificate of airworthiness or restricted certificate of airworthiness is not appropriate.

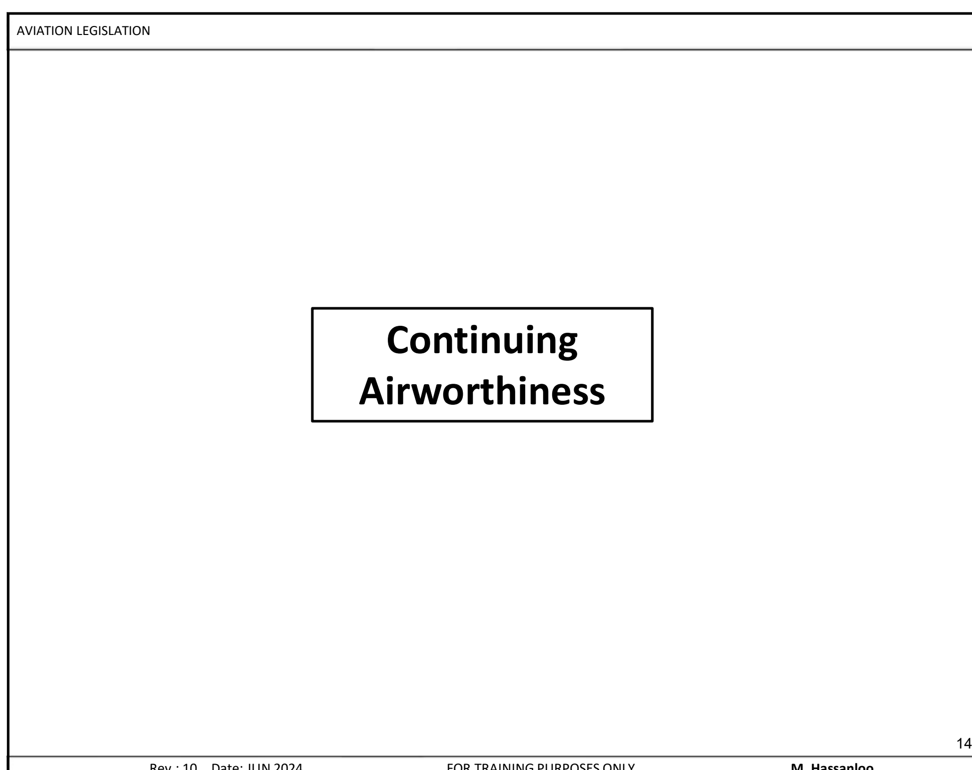
Q

Subpart Q
Marking
(Identification of Products, Parts & Appliances)

Concerns the Marking and identification of Products, Parts & Appliances, Concerns Iranian Part Approval (IPA) related to data not belonging to TC or TSOA Holder.


AVIATION LEGISLATION
Airworthiness
Initial Airworthiness
Continuing Airworthiness
148
Rev.: 10 , Date: JUN 2024
FOR TRAINING PURPOSES ONLY
M. Hassanloo

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AVIATION LEGISLATION
Continuing Airworthiness
149
Rev.: 10 , Date: JUN 2024
FOR TRAINING PURPOSES ONLY
M. Hassanloo

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Part-145, M, 66, 147

CONTINUING AIRWORTHINESS ARTICLES

CONTINUING AIRWORTHINESS ARTICLES

For the continuing airworthiness of aircraft, aeronautical **products**, **parts** and **appliances**, and on the approval of **organisations** and **personnel** involved in these tasks CAOIRI issued following continuing airworthiness articles:

- **Article 1** Objective and scope
- **Article 2** Definitions
- **Article 3** Continuing Airworthiness Requirements
- **Article 4** Maintenance Organisation Approval
- **Article 5** Certifying Staff
- **Article 6** Training organisation requirements

Article 1:

Objective and scope

Article 1

Objective and scope

This Regulation establishes common technical requirements and administrative procedures for ensuring the CA of aircraft, including any component for installation thereto, which are:

The CA of aircraft, including any component for installation thereto, which are:

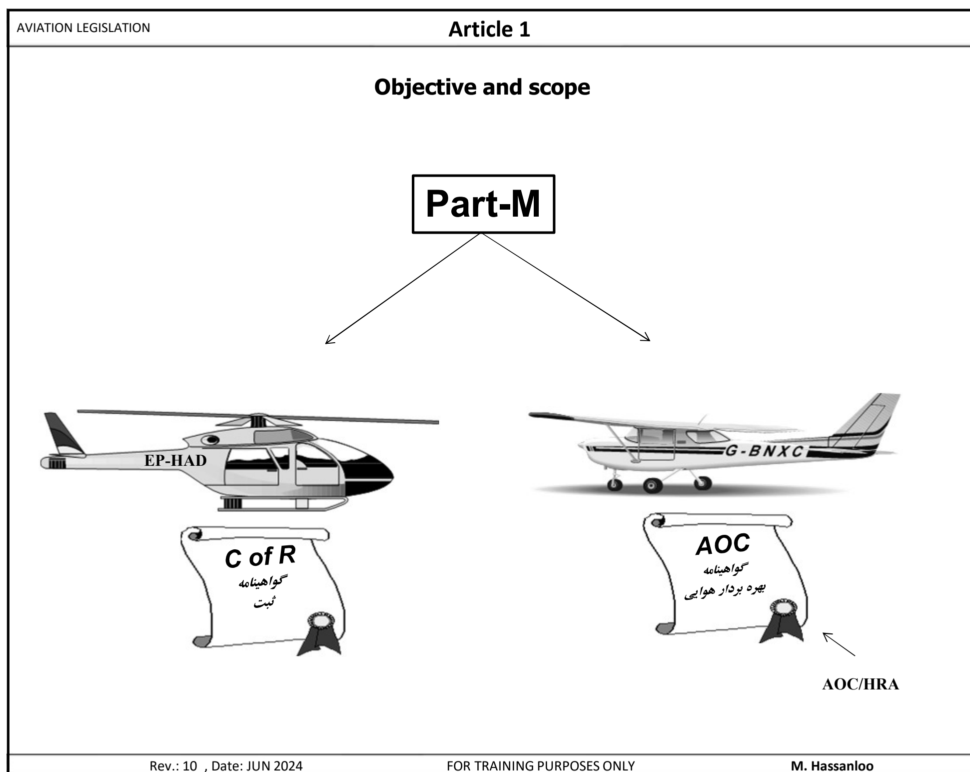
i. Registered in **IRAN**

(except aircraft registered according to "bylaw of management and organizing of civil ultralight aircraft" issued by ministry bureau),

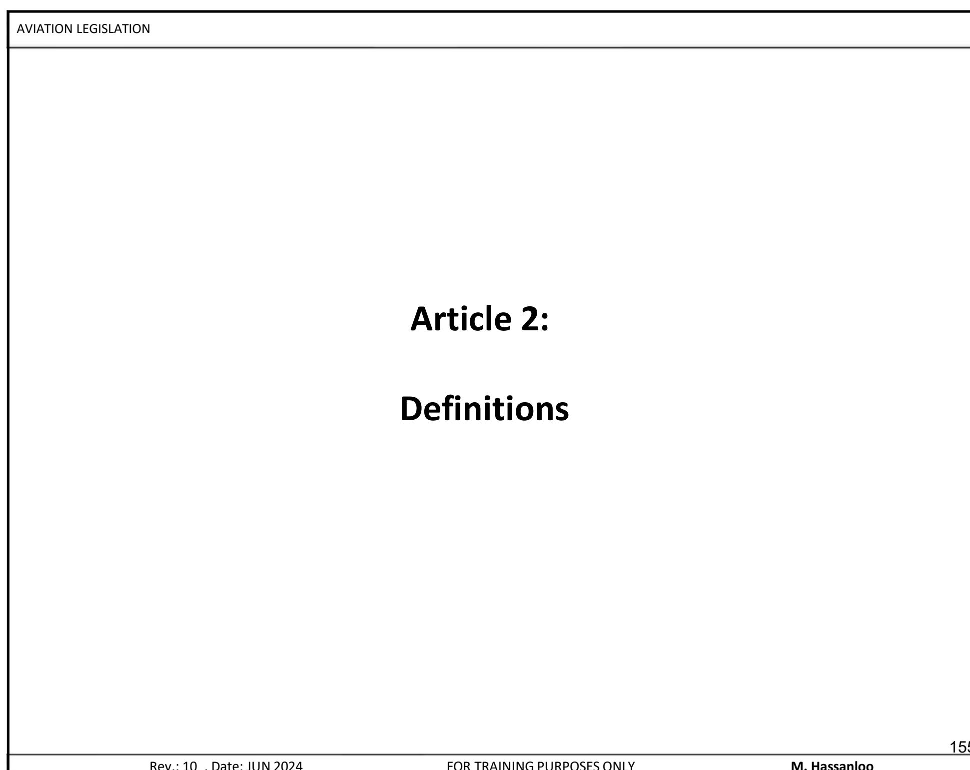


unless their regulatory safety oversight has been delegated to a third country and they are not used by an Iran operator; or

i. Registered in **another country** and used by an operator for which CAOIRI has the responsibility for the oversight of such operations.


AVIATION LEGISLATION
Article 1
Objective and scope
Part-M
EP-HAD
G-BNXC
C of R
گواهینامه
ثبت
AOC
گواهینامه
بهره بردار هوایی
AOC/HRA
Rev.: 10 , Date: JUN 2024
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AVIATION LEGISLATION
Article 2:
Definitions
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Rev.: 10 , Date: JUN 2024
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Article 2: Definitions

Article 2
Definitions

The following definitions shall apply:
(1)Aircraft
(2)Certifying staff
(3)Component
(4)Continuing airworthiness
(5)Large aircraft
(6)Maintenance
(7)Organisation
(8)Preflight inspection
(9)ILA1 aircraft
(10)ILA2 aircraft
(11)LSA aircraft
(12)Critical maintenance task
(13)Complex motor-powered aircraft
(14)Commercial air transport (CAT) operation
(15)Air service
(16)Limited operations

Article 2: Definitions

'Aircraft' means any machine that can derive support in the atmosphere from the reactions of the air other than reactions of the air against the earth's surface;

Article 2: Definitions

‘Certifying staff’ means personnel responsible for the release of an aircraft or a component after maintenance

CS: Certifying Staff

“Support staff” means those staff holding a Part-66 aircraft maintenance license in category B1, B2 and/or B3 with the appropriate aircraft ratings, working in a base maintenance environment while not necessarily holding certification privileges.

S/S: Support Staff

AVIATION LEGISLATION

Article 2: Definitions

‘Component’ means any engine, propeller, part or appliance;

TC
TSO
Form 1
C of A/ ARC
CRS

Product

Part | Appliance | Engine | Propeller | Aircraft

Component

Appliance" means any instrument, equipment, mechanism, part, apparatus,.

Article 2: Definitions

REGULATION (EC) No 216/2008
Article 2
Objectives

'**product**' shall mean an aircraft, engine or propeller;

'**parts and appliances**' shall mean any *instrument, equipment, mechanism, part, apparatus, appurtenance or accessory, including communications equipment,*
that is used or intended to be used in operating or controlling an aircraft in flight and is installed in or attached to the aircraft.

It shall include parts of an airframe, engine or propeller;

Article 2: Definitions

TCDS No.: E.067
Issue: 02
Type
CFM56-5 series engines
Date: 17 April 2018

EASA
European Aviation Safety Agency

TYPE-CERTIFICATE
DATA SHEET

No. E.067

for
CFM56-5 series engines

Type Certificate Holder
CFM International S.A.

2, boulevard du Général Martial Valin
F-75724 Paris Cedex 15
France

For Models:

CFM56-5
CFM56-5-A1/F (originally identified as CFM56-5A2)
CFM56-5A3
CFM56-5A4
CFM56-5A4/F
CFM56-5A5
CFM56-5A5/F

Article 2: Definitions

TCDS No.: EASA.A.064 — AIRBUS A318, A319, A320, A321

Issue: 50 — Date: 03 May 2022

EASA
European Union Aviation Safety Agency

TYPE-CERTIFICATE
DATA SHEET

No. EASA.A.064

for

AIRBUS A318 – A319 – A320 – A321

Type Certificate Holder:

AIRBUS S.A.S.

2 rond-point Emile Dewoitine

31700 BLAGNAC

FRANCE

For Models:				
	A318 – 111	A319 – 111	A320 – 211	A321 – 111
	A318 – 112	A319 – 112	A320 – 212	A321 – 112
	A318 – 121	A319 – 113	A320 – 214	A321 – 131
	A318 – 122	A319 – 114	A320 – 215	A321 – 211
		A319 – 115	A320 – 216	A321 – 212
		A319 – 131	A320 – 231	A321 – 213
		A319 – 132	A320 – 232	A321 – 231
		A319 – 133	A320 – 233	A321 – 232
		A319 – 151N	A320 – 271N	A321 – 271N
		A319 – 153N	A320 – 251N	A321 – 251N
		A319 – 171N	A320 – 252N	A321 – 253N
			A320 – 272N	A321 – 272N
			A320 – 253N	A321 – 252N
			A320 – 273N	A321 – 251NX
				A321 – 252NX
				A321 – 253NX
				A321 – 271NX
				A321 – 272NX

Page 1 of 187

Article 2: Definitions

(d) “Continuing airworthiness” means:

- all of the processes ensuring that,
- at any time in its operating life,
- the aircraft complies with the airworthiness requirements in force &
- is in a condition for safe operation;

Initial Airworthiness
- Part-21
- CS
- TC
- Initial C of A
- …

Versus

Continuing airworthiness
- Part-M
- Part-145
- Part-147
- Part-66
- (Part-21)
- ARC
- C of A
- …

Article 2: Definitions

'Maintenance' means any one or combination of overhaul, repair, inspection, replacement, modification or defect rectification of an aircraft or component, with the exception of pre-flight inspection;



'Pre-flight inspection' means the **inspection** carried out before flight to ensure that the aircraft is fit for the intended flight;

Article 2: Definitions

COM
Commercial



"**Commercial Operation**" means:

any operation of an aircraft,

- in return for **remuneration** or other **valuable** consideration,
- which is available to the **public** or,
- when not made available to the public, which is performed under a contract between an operator and a customer, where the latter has no control over the operator;

Article 2: Definitions

CAT
Commercial Air Transport

eg: Airlines

CAT

"**Commercial Air Transport (CAT)**" means:

the transport of:

- Passengers,
- Cargo or
- Mail

for remuneration or hire.









Article 2: Definitions

Article 2 (7) of Regulation (EU) No 965/2012

Aerial work

"**Specialised operation (SPO)**"

means any operation other than CAT (Commercial Air Transport) where the aircraft is used for specialised activities such as:

- Agriculture,
- Construction,
- Photography,
- Surveying,
- Observation,
- Patrol &
- Aerial advertisement





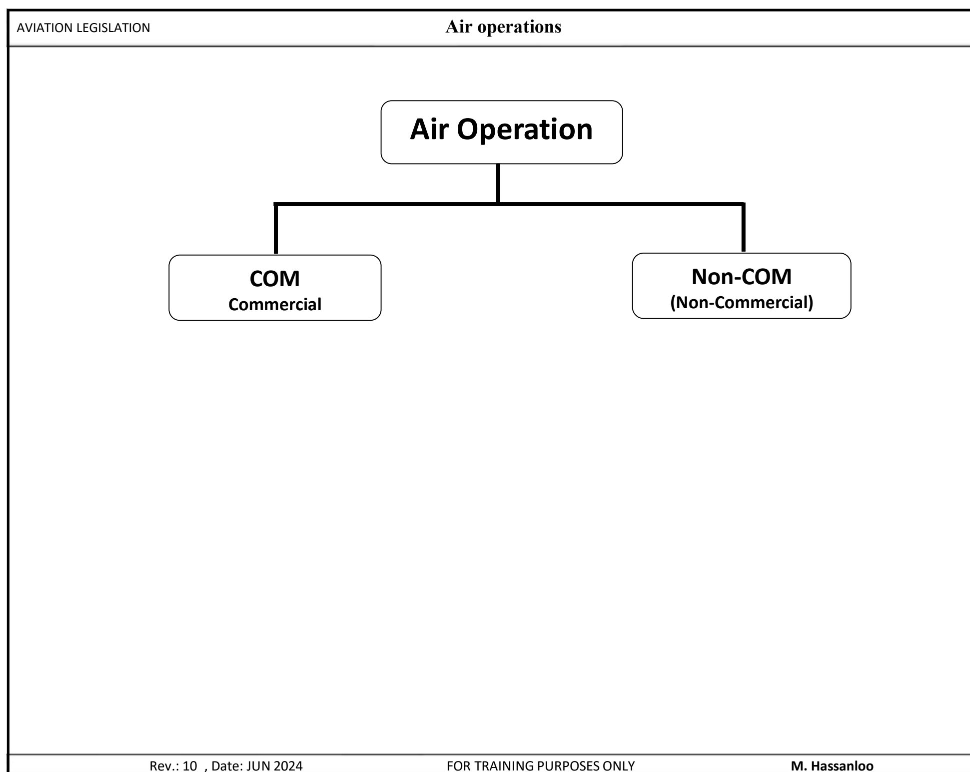




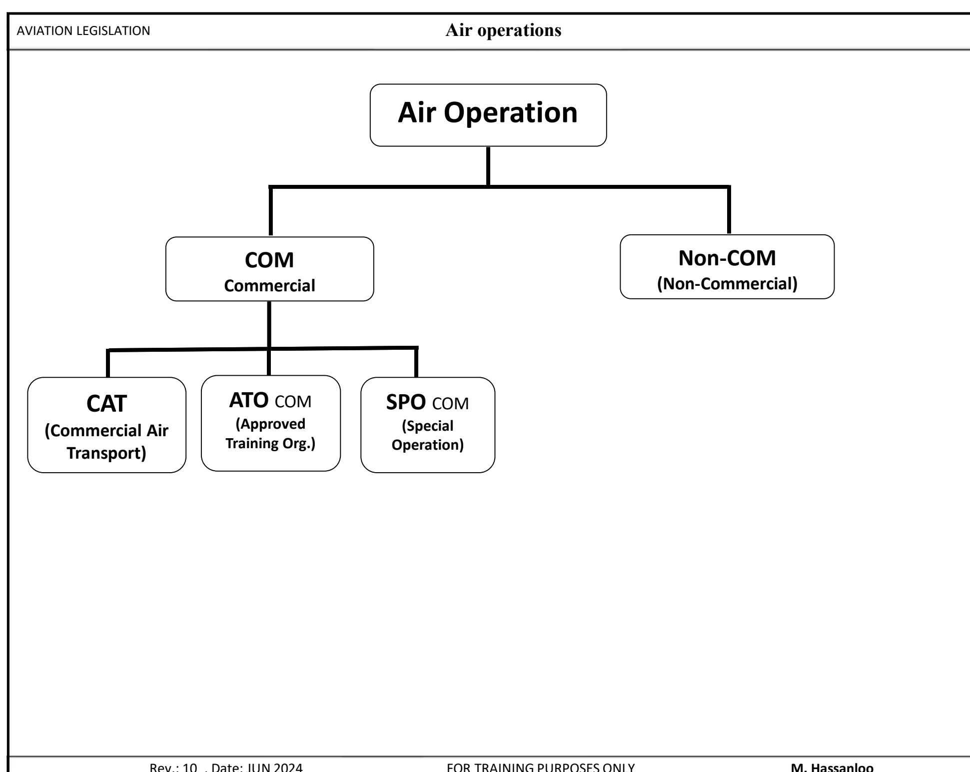




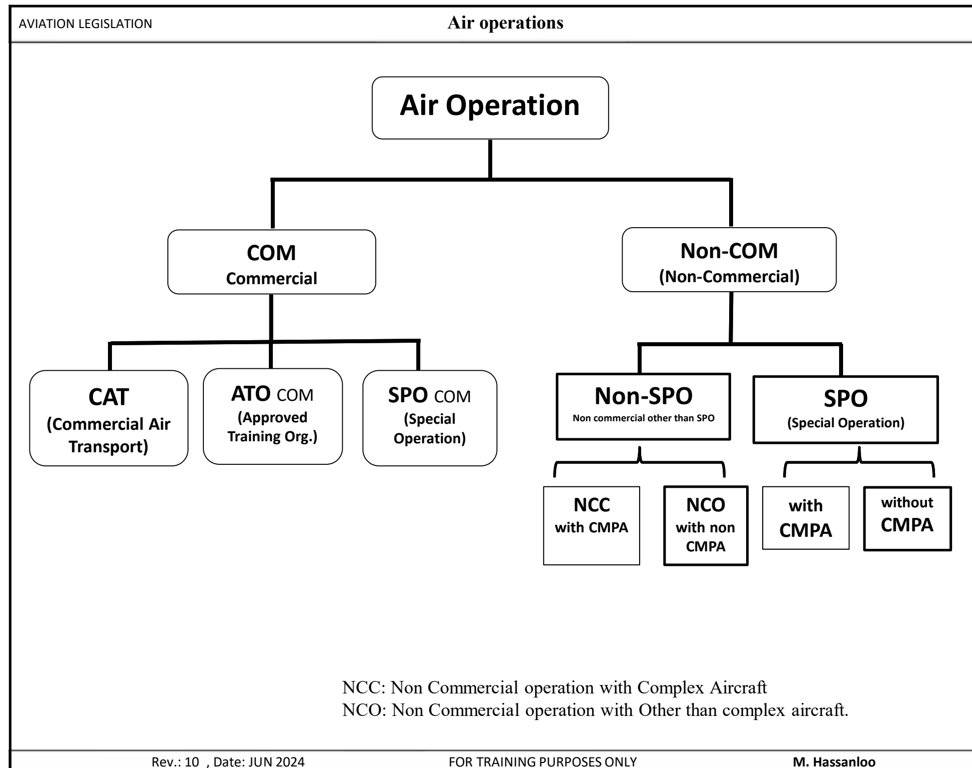



AVIATION LEGISLATION
Air operations
Air Operation
COM
Commercial
Non-COM
(Non-Commercial)
Rev.: 10 , Date: JUN 2024
FOR TRAINING PURPOSES ONLY
M. Hassanloo

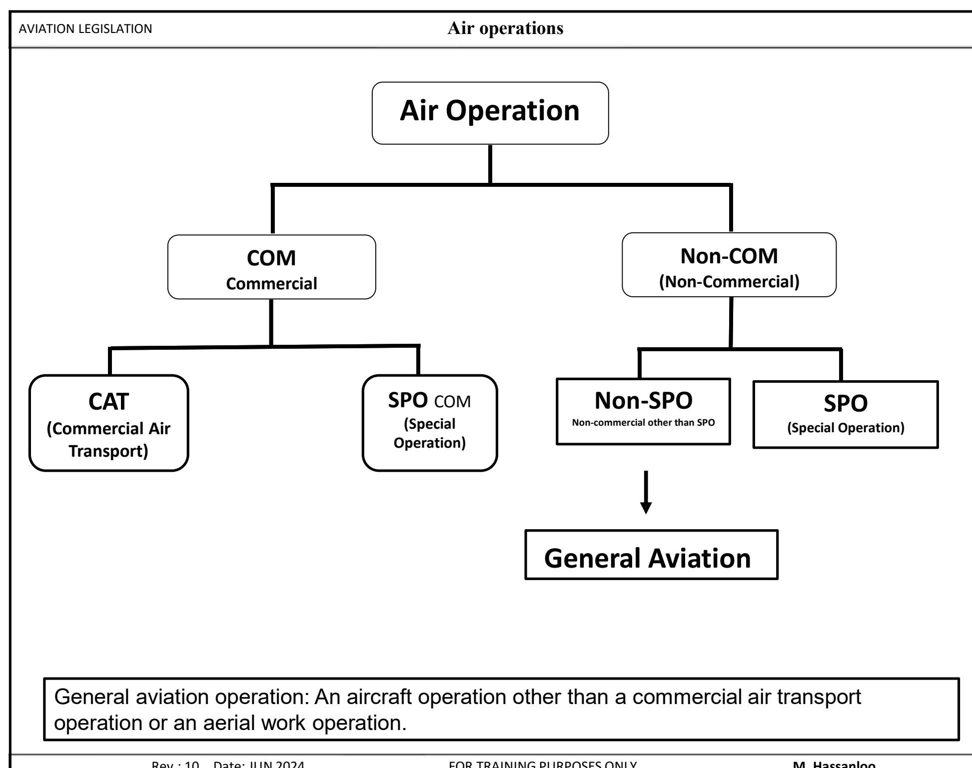
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AVIATION LEGISLATION
Air operations
Air Operation
COM
Commercial
Non-COM
(Non-Commercial)
CAT
(Commercial Air Transport)
ATO COM
(Approved Training Org.)
SPO COM
(Special Operation)
Rev.: 10 , Date: JUN 2024
FOR TRAINING PURPOSES ONLY
M. Hassanloo

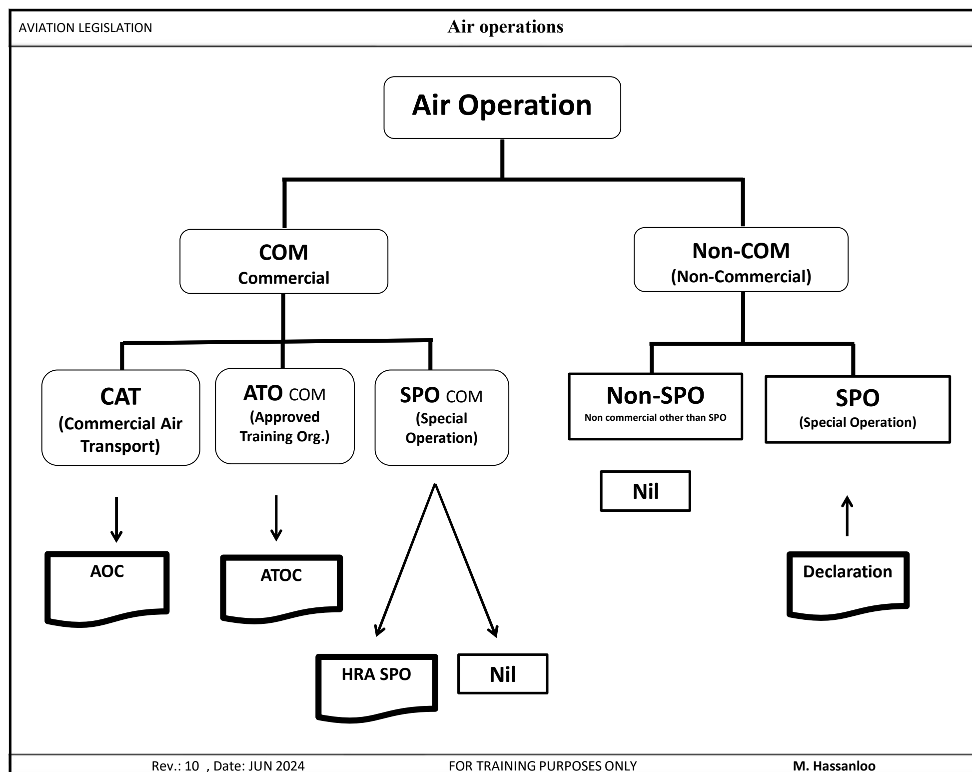
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AVIATION LEGISLATION
Air operations
Air Operation
COM
Commercial
Non-COM
(Non-Commercial)
CAT
(Commercial Air Transport)
ATO COM
(Approved Training Org.)
SPO COM
(Special Operation)
Non-SPO
Non commercial other than SPO
SPO
(Special Operation)
NCC
with CMPA
NCO
with non CMPA
with CMPA
without CMPA
NCC: Non Commercial operation with Complex Aircraft
NCO: Non Commercial operation with Other than complex aircraft.
Rev.: 10 , Date: JUN 2024
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AVIATION LEGISLATION
Air operations
Air Operation
COM
Commercial
Non-COM
(Non-Commercial)
CAT
(Commercial Air Transport)
SPO COM
(Special Operation)
Non-SPO
Non-commercial other than SPO
SPO
(Special Operation)
General Aviation
General aviation operation: An aircraft operation other than a commercial air transport operation or an aerial work operation.
Rev.: 10 , Date: JUN 2024
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M. Hassanloo

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HELLENIC CIVIL AVIATION AUTHORITY
DIRECTORATE GENERAL OF AIR TRANSPORT
FLIGHT STANDARDS DIVISION
AIR OPS SECTION

DECLARATION SUBMISSION FOR PART SPO OPERATIONS

We hereby certify that : Date:26-10-2018

AIR LIFT S.A.

filed a DECLARATION in accordance with Commission Regulation (EU) No 965/2012 on Air Operations for Part-SPO Operations for the following aircraft:

Aircraft MSN	*Aircraft Type*	*Registration marks*	*Operations*
5588	AS 355N	SX-HEU	1.Aerial photography flights 2.News media flights, television and movie flights
0011	EC 135T1	SX-HPS	1.Aerial photography flights 2.News media flights, television and movie flights

The Declaration and all documentation (manuals included) submitted are in compliance with the requirements of Annex VIII (Part SPO) of (EU) 965/2012.

Submission protocol: HCAA/D2/23809/03-10-2018

Director Flight Standards

Ch. Papageorgiou

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EASA: "(13) Complex-Motor-Powered Aircraft (CMPA)" means:

(i) An aeroplane

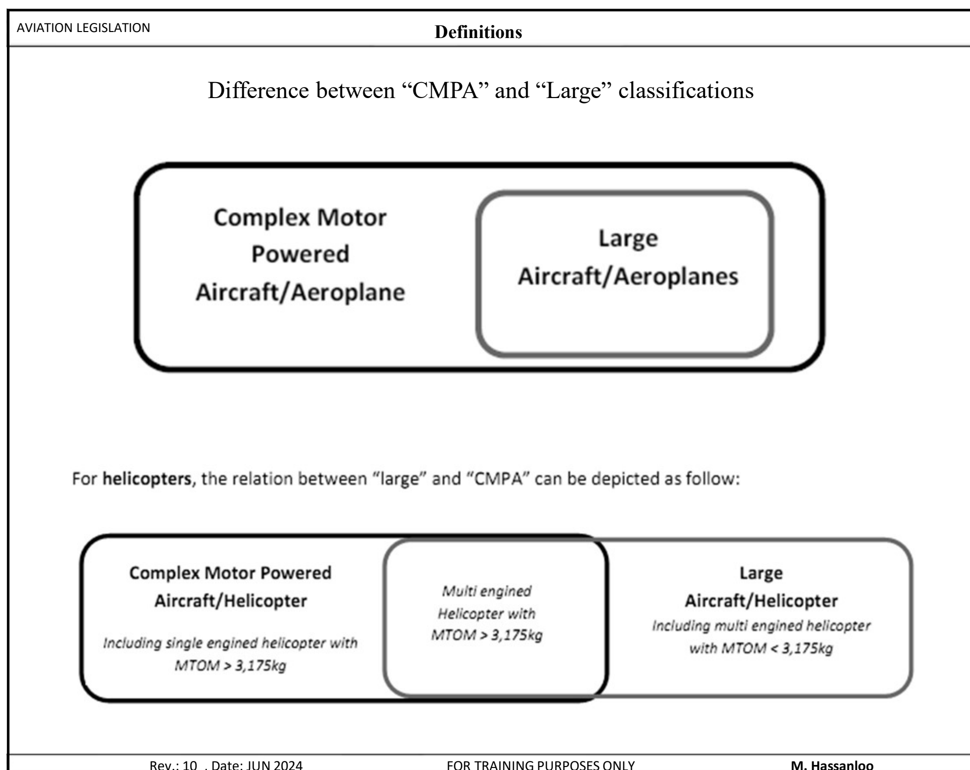
- With a MTOM exceeding 5,700kg or;
- Certificated for a maximum passenger seating configuration of more than 19, or
- Certificated for operation with a minimum crew of at least 2 pilots, or
- Equipped with (a) turbojet engine(s) or
- More than one turboprop engine,

"**Complex-Motor-Powered Aircraft (CMPA)**" means: ...

(ii) A helicopter

- Certificated with a maximum certificated take-off mass exceeding 3,175kg or;
- For a maximum passenger seating configuration of more than 9 or
- Certificated for operation with a minimum crew of at least 2 pilots; or

(iii) A tilt rotor aircraft;



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Article 3: Continuing Airworthiness Requirements

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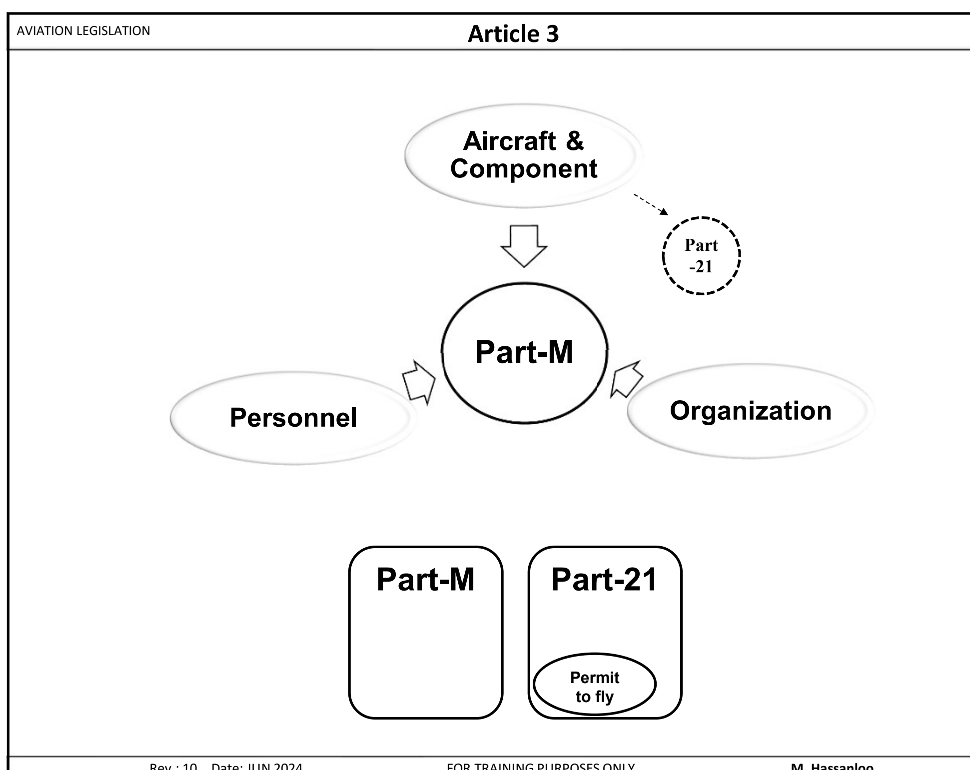
Article 3

(a) The continuing airworthiness of aircraft and components shall be ensured iaw the provisions of CAAIRI Part-M.

(b) Organisations and personnel involved in the continuing airworthiness of aircraft and components, including maintenance, shall comply with the provisions of CAAIRI Part-M, and where appropriate those specified in M.4 and M.5.

(c) By derogation from paragraph (a), the continuing airworthiness of aircraft holding a Flight Permit shall be ensured on the basis of the specific continuing airworthiness arrangements as
defined in the **Flight Permit** issued iaw CAAIRI Part-21.

Article 3



Article 3

AMO/amo
145/MF

CAMO
MG

- Development of MP,
- Development of Reliability reporting,
- Assessment, Planning, Follow up of AD and SB,
- Control and Planning of LLP (Life Limit Part)
- Engine Health monitoring
- Maintenance planning and control
- Weight & balance, documentation management

- Line maintenance
- Base maintenance
- Component maintenance

Article 4:
Maintenance Organisation Approval

Article 4
Maintenance Organisation Approval

(a) Organisations involved in the maintenance of **large aircraft or** of aircraft used for **CAT**, and components intended for fitment thereto, shall be approved iaw the provisions of Part-145.

MCTOM>5700

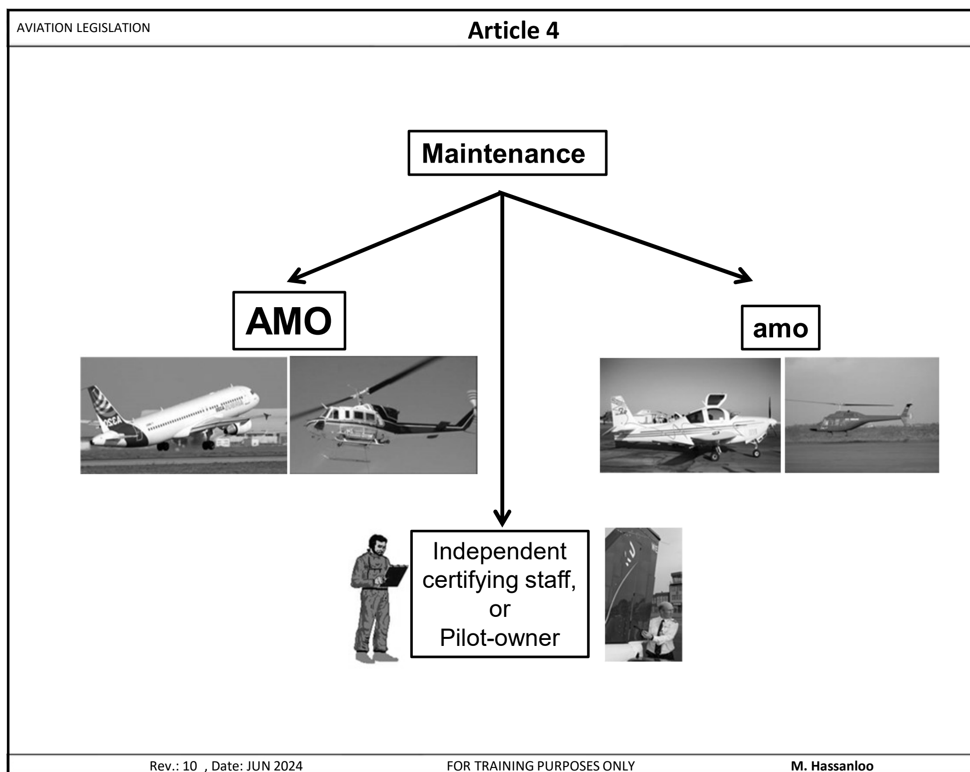
More than one engine

AMO

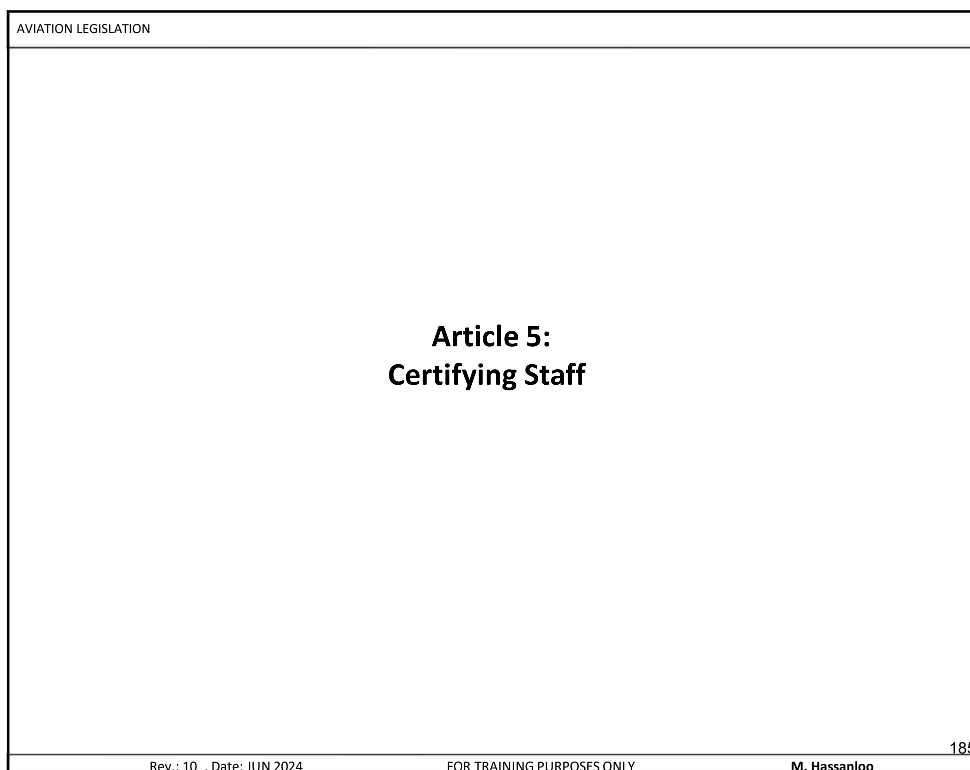
Article 4
Maintenance Organisation Approval

(b) Organisations involved in the maintenance of aircraft and components not listed in point (a), shall be approved iaw the provisions of **Subpart-F** of Part-M (MF).

amo


AVIATION LEGISLATION
Article 4
Maintenance
AMO
amo
Independent certifying staff, or Pilot-owner
Rev.: 10 , Date: JUN 2024
FOR TRAINING PURPOSES ONLY
M. Hassanloo

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AVIATION LEGISLATION
Article 5:
Certifying Staff
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Rev.: 10 , Date: JUN 2024
FOR TRAINING PURPOSES ONLY
M. Hassanloo

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Article 5

Certifying staff shall be qualified iaw the provisions of CAOIRI Part-66,

except as provided for in points:

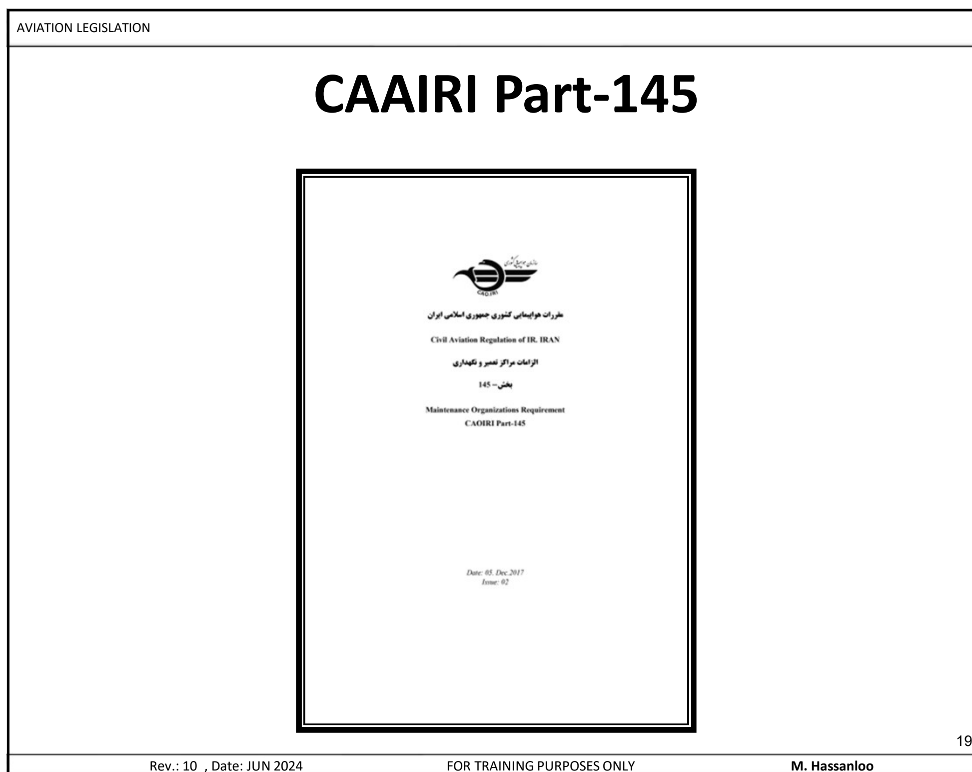
- M.A.606(h),
- M.A.607(b),
- M.A.801(d) and
- M.A.803 of CAOIRI Part-M and in point
- 145.A.30(j),
- 145.A.30(i) and
- Appendix III to CAOIRI Part-145.

Article 6:
Training organisation requirements

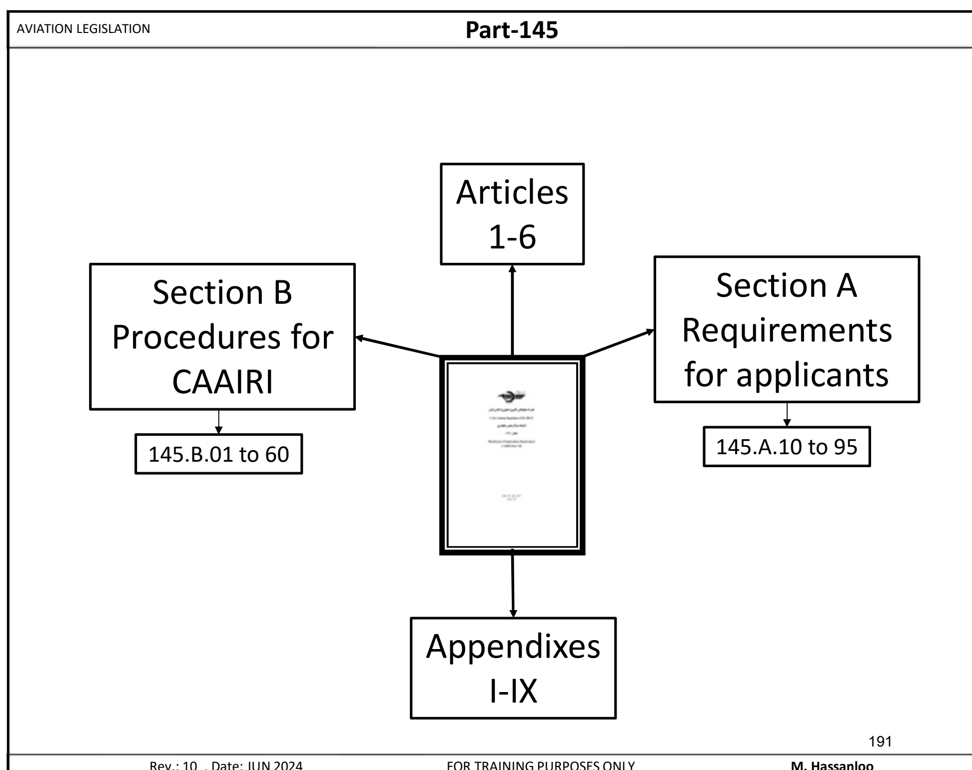
Article 6

Organisations involved in the training of personnel referred to in Article 5 shall be approved iaw CAOIRI **Part-147** to be entitled:

(a) to conduct recognised basic training courses; and/or
(b) to conduct recognised type training courses; and
(c) to conduct examinations; and
(d) to issue training certificates.


AVIATION LEGISLATION
CAAIRI Part-145
Civil Aviation Regulation of IR. IRAN
Maintenance Organizations Requirement
CAOIRI Part-145
Date: 05. Dec.2017
Issue: 02
190
Rev.: 10 , Date: JUN 2024
FOR TRAINING PURPOSES ONLY
M. Hassanloo

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AVIATION LEGISLATION
Part-145
Articles 1-6
Section B Procedures for CAAIRI
145.B.01 to 60
Section A Requirements for applicants
145.A.10 to 95
Appendixes I-IX
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References















GM 145.A.70 (a):

10. The MOE should cover with the last revision of Foreign Part 145 approvals User Guide forMOE (Maintenance Organisation Exposition) (UG.CAO.00024).

European Union Aviation Safety Agency — User Guide

Foreign Part-145 approvals User Guide for Maintenance Organisation Exposition	Doc # Approval Date	UG.CAO.00024-009 11/11/2022

Foreign Part-145 approvals - User Guide for Maintenance Organisation Exposition

UG.CAO.00024-009

	Name	Validation	Date
Prepared by:	Rosa Tajes	Validated	10/11/2022
Verified by:	Lorenzo Pellegrini	Validated	11/11/2022
Reviewed by:	Dominique Perron	Validated	11/11/2022
Approved by:	Karl Specht	Validated	11/11/2022

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UG.CAO.00120-XXX ....
UG.CAO.00121-XXX ....
UG.CAO.00122-XXX ....
UG.CAO.00126-XXX ....
UG.CAO.00128-XXX ....
UG.CAO.00131-XXX ....
UG.CAO.00132-XXX ....
UG.CAO.00133-XX ....
UG.CAO.00134-XXX ....
UG.CAO.00135-XXX ....
UG.CAO.00161-XXX ....
WI.CAO.00113-XXX...................
WI.CAO.00115-XXX...................

UG.CAO.

- Definition of the maintenance organisation’s staff number, UG.CAO.00120
- NDT User Guide, UG.CAO.00161-X
- Components, engines and APU certifying staff UG.CAO.00126;
- Demonstration of 6/24 months maintenance experience, UG.CAO.00128
- Aircraft maintenance, UG.CAO.00134
- Documentary language”, UG.CAO.00133
- Aircraft certifying staff and support staff UG.CAO.00121
- Aircraft type training (theoretical and practical), UG.CAO.00122
- Parts fabrication, UG.CAO.00131
- Tools & Equipment, UG.CAO.00132
- Composite Workshop, UG.CAO.00135
- ...

Guidance material on specific technical requirements **Annex B**

Document title	Doc. type	Document identification *doc type.CAO. doc number. doc issue*
MOE	UG	UG.CAO.00024003
Definition of the organisation`s staff number	UG	UG.CAO.00120002
Aircraft certifying staff and support staff	UG	UG.CAO.00121002
Aircraft type training (theoretical and practical)	UG	UG.CAO.00122002
Practical type training logbook cat. B1	TE	TE.CAO.00123002
Practical type training logbook cat. B2	TE	TE.CAO.00124002
Available	TE	TE.CAO.00125002
Components, engines and APU certifying staff	UG	UG.CAO.00126002
NDT activities including certifying staff	UG	UG.CAO.00127
Demonstration of 6/24 months maintenance experience	UG	UG.CAO.00128002
Maintenance experience logbook	TE	TE.CAO.00129002
Qualification and authorisation of maintenance personnel not being certifying/support staff	UG	UG.CAO.00130
Calibration of tools and equipment	UG	UG.CAO.00131
Use of tools	UG	UG.CAO.00132
Documentary language	UG	UG.CAO.00133002
Aircraft line maintenance	UG	UG.CAO.00134002
Composite repair workshop	UG	UG.CAO.00135002

Documentation related to the management of the approval **Annex A**

Document title	Doc. type	Document identification
EASA Form 2 instructions	WI	WI.CAO00113002
Management personnel and EASA Form 4 instructions	WI	WI.CAO00115002
EASA Form 6 instructions	WI	WI.CAO00117002
Technical Visa instructions	WI	WI.CAO00119002
Continued surveillance plan	TE	TE.CAO.00029003
Emergency level 1 finding notification	FO	FO.CAO.00027003
ICAO Annex I compliance	FO	FO.CAO.00030002

Foreign Part-145 approvals- practical type training logbook cat.B1

European Aviation Safety Agency
AMO Logo, Name, EASA Approval number

Part-145 practical type training logbook
Enter aircraft type

MS. / MRs / Mr. name SURNAME
Trainee Name

1. Contents

1. Contents 1
2. Scope and applicability 2
3. Purpose 2
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5. Practical type training programme 4
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5.3. Logbook Additional Optional Records 35
5.4. Compliance report 36
5.4.1. Percentage by task type 36
5.4.2. Percentage by chapter 37
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TE.CAO.00123-003
Foreign part 145 approvals - Practical type training logbook cat. B1

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European Union Aviation Safety Agency — Work Instruction

EASA Form 2 instructions	Doc #	WI.CAO.00113-010
	Approval Date	10/11/2022

EASA Form 2 instructions

WI.CAO.00113-010

	Name	Validation	Date
Prepared by:	Rosa Tajes	Validated	09/11/2022
Verified by:	Lorenzo Pellegrini	Validated	09/11/2022
Reviewed by:	Dominique Perron	Validated	09/11/2022
Approved by:	Karl Specht	Validated	10/11/2022

FO.CAO.00156-002

Foreign part 145 approvals - Management Personnel Résumé

European Union Aviation Safety Agency

Management Personnel Résumé	Ref# [chrono/record num.]

Competent authority: European Union Aviation Safety Agency (EASA)

1. Organisation name:
2. Approval Number relevant to the item (1):
3. First Name/Surname / Email address / Telephone — Mr/Mrs: / Email: / Tel:
4. Details of Management Personnel required to be accepted as specified in: ☐ Part-145 ☐ Part-CAMO ☐ Part-147 ☐ Part-CAO
5. Position for the EASA approval: Choose an item.
6. Title within the Organisation:
7. Qualifications relevant to the position:
8. Work experience relevant to the position:
9. Date:
10. Signature:

 Page 1 of 3

Part-145

+ صلاحيت پروازي (۵۷)
+ گواهينامه‌هاي پرسنل هوانوردي (۱۳)
+ عمليات پرواز (۳)
+ فرودگاه‌ها و تجهيزات زميني (۱۶)
+ بازرگاني و اقتصاد صنعت هوانوردي (۹)

۲۲	FS-AIR-LEASE	تعیین مسئولیتهای صدور مجوز ترخیص برای هواپیماهای اجاره ای
۲۳	FS-AED-CTC-۰۲	روش اجرايي صدورتاييديه تغيرات
۲۴	CAOIRI Part-۱۴۵	الزامات مراكز تعمير و نگهداري بخش ۱۴۵
۲۵	CAO.IRI Part ۲۱	تائيد وسايل پرنده، محصولات، قطعات و تجهيزات مربوطه و تشكيلات طراحي و ساخت آنها

Part-145

easa.europa.eu/en/document-library/easy-access-rules/easy-access-rules-continuing-airworthiness-0#group-publications

EASA | EASA Pro | Search

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Home / Document Library / Publications / Technical publications - Easy Access Rules / Easy Access Rules for Continuing Airworthiness

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- Rulemaking Process
- Agency Decisions
- Regulations
- Public Consultations
- Product Certification
- International Cooperation
- **Publications**
  - Overview
  - European Plan for Aviation Safety
  - Annual Activity Report
  - Safety Reports
  - Safety Promotion

Easy Access Rules for Continuing Airworthiness

Revision from December 2022 - Available in pdf, online & XML format

POPULAR

Publication Date: 02/12/2022 | **Online version:** Easy Access Rules for Continuing Airworthiness (Regulation (EU) No 1321/2014)

Revision from December 2022 of Easy Access Rules for Continuing Airworthiness includes:

- amending Regulation (EU) 2021/1963 as regards **SMS** in Part-145 maintenance organisations.
- the related ED Decision 2022/011/R.
- Corrigendum to Regulation (EU) 2019/1383 (OJ L 297/83 of 17.11.2022).

This revision of Easy Access Rules for Continuing Airworthiness (Revision from December 2022) is available in PDF format, as dynamic online publications (online format) and in XML (machine-readable format).

Table of Content

4. Continuing airworthiness articles

Article 1: Objective and scope

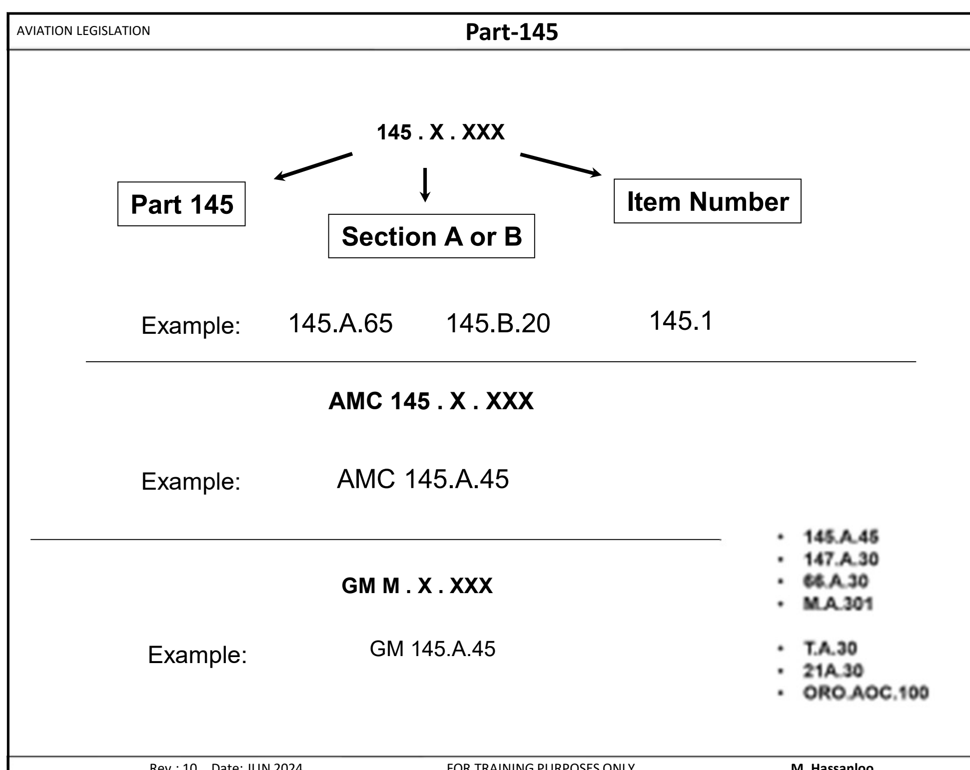
Article 2: Definitions

Article 3: Continuing Airworthiness Requirements

Article 4: Maintenance Organisation Approval

Article 5: Certifying Staff

Article 6: Training Organisation Requirements



Certificate (Sample)

In the name of God

Islamic Republic of Iran
Civil Aviation Organization

Maintenance Organization Approval Certificate

Reference: IR.145.45

Pursuant to the Civil Aviation Regulation of the Islamic Republic of Iran for the time being in force and subject to the conditions specified below, the Civil Aviation Organization of the Islamic Republic of Iran (CAOIRI) hereby certifies:

Simorgh Aviation Maintenance Development Co.

Address 1: No.322, After Subway Railway, Next to the Gas Station, Sepehr Ave., Local Line, 24 Km Lashkari Expy., (Garmdareh), Tehran, Iran
Address 2: Sarvestan St., Local Line, 24 Km Lashkari Expy., (Garmdareh), Tehran, Iran
www.samirmro.com

as a maintenance organization in compliance with Section A of CAOIRI Part-145, approved to maintain the products, parts and appliances listed in the attached "approval schedule" and issue related certificates of release to service using the above reference.

Conditions:

1. This approval is limited to that specified in the scope of work section of the approved Maintenance Organization Exposition (MOE) as referred to in section A of CAOIRI Part-145, and
2. This approval requires compliance with the procedures specified in the approved MOE, and
3. This approval is valid whilst the approved maintenance organization remains in compliance with CAOIRI Part-145.
4. Subject to compliance with the foregoing condition, this approval shall remain valid until any specified date of expiry, unless the approval has previously been surrendered, suspended or revoked.

Date of original issue: 06 Dec 2016
Date of this issue: 06 Dec. 2021, Rev.: 00
Date of expiry: 05 Dec. 2022

Signature:

Arash Khodaei
Vice President
for Flight Standards

Stamp:

Rev.:01; Oct.2018 Page 1 of 2 CAOIRI Form 3b

Civil Aviation Organization of the Islamic Republic of Iran

Maintenance Organization Approval Schedule

Reference: IR.145.45
Organization name: Simorgh Aviation Maintenance Development Co.

CLASS	RATING	LIMITATION
Components (other than complete Engines or APUs)	C1 Air Condition & Press	*As per scope of work in MOE and capability list (MNT-105)*
	C2 Auto Flight	
	C3 Communication and Navigation	
	C5 Electrical Power & Lights	
	C6 Equipment	
	C7 Engine - APU	
	C8 Flight Controls	
	C12 Hydraulic	
	C13 Indicating / Recording Systems	
	C14 Landing Gear	
	C15 Oxygen	
	C17 Pneumatic & Vacuum	
	C18 Protection ice/ rain/fire	

CLASS	RATING	LIMITATION
Specialized Services	D1 Non Destructive Testing	Eddy Current Liquid Penetrant Magnetic Particle Radiographic Ultrasonic

This approval is limited to the products, parts and appliances and to the activities specified in the scope of work section of the approved Maintenance Organization Exposition SAMIR (MOE Part 1.9)

Maintenance Organization Exposition reference: IR MOE.45

Date of original issue: 06 Dec 2016
Date of this issue: 06 Dec. 2021, Rev.: 00
Date of expiry: 05 Dec. 2022

Signature:

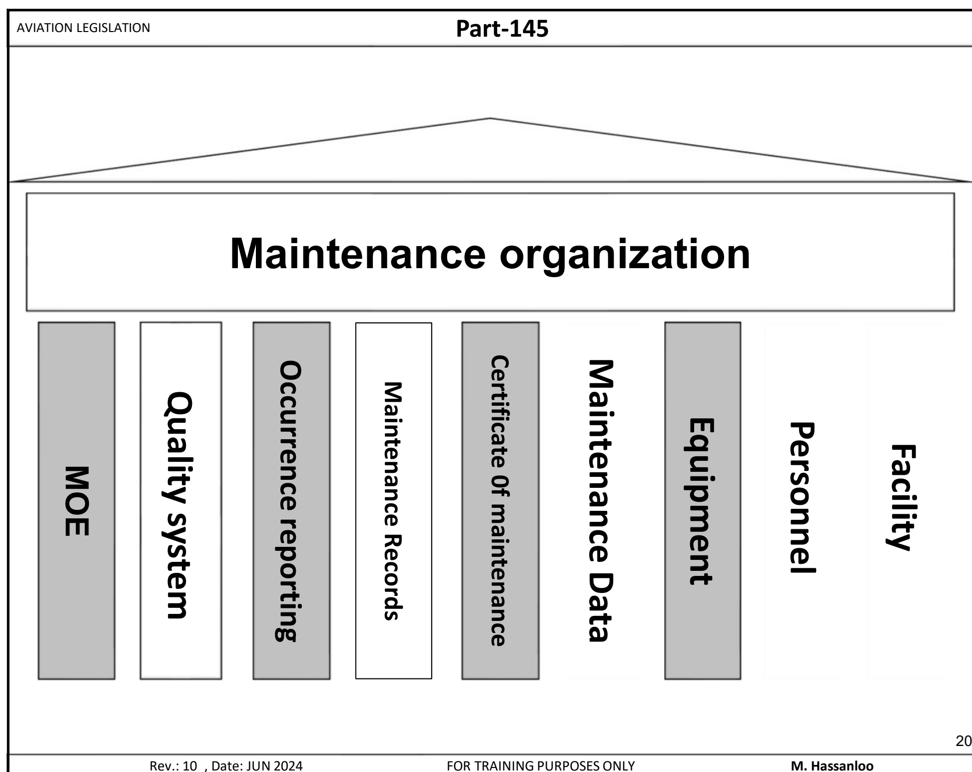
Arash Khodaei
Vice President
for Flight Standards

Stamp:

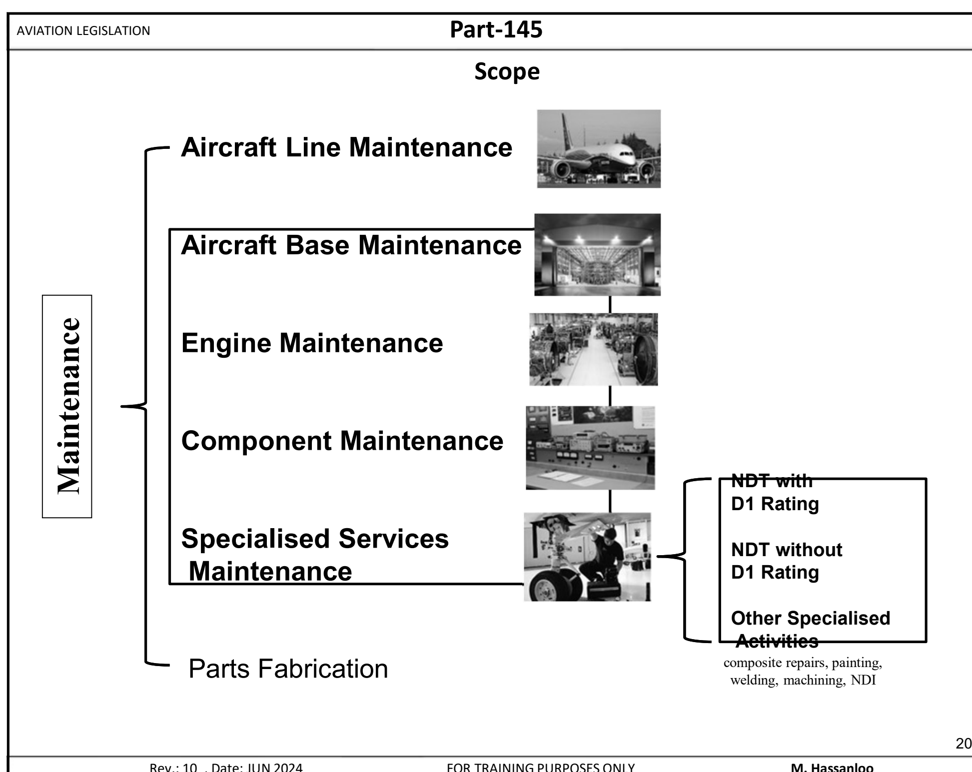
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EASA & CAOIRI 145 - Table of Content

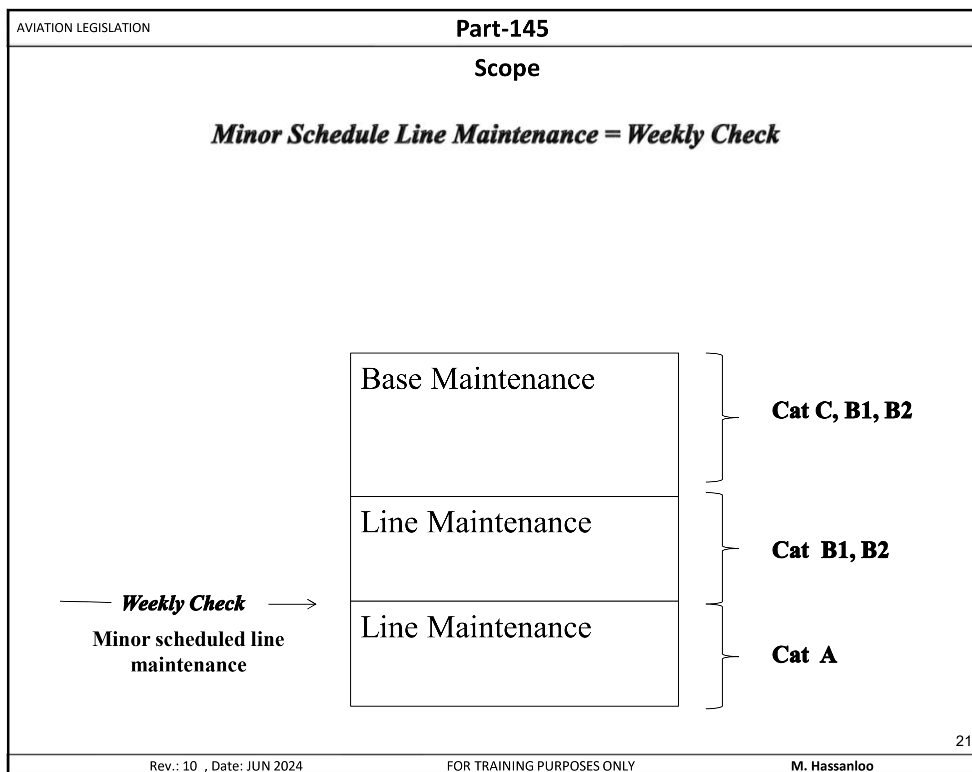
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145.A.36 Records of airworthiness review staff (EASA)
145. A.37 Maintenance personnel Duty time limitations
145.A.40 Equipment, tools and material
145.A.42 Acceptance of components-145.A.42 Components (EASA)
145.A.45 Maintenance data
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AVIATION LEGISLATION
Part-145
Maintenance organization
MOE
Quality system
Occurrence reporting
Maintenance Records
Certificate 0f maintenance
Maintenance Data
Equipment
Personnel
Facility
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Rev.: 10 , Date: JUN 2024
FOR TRAINING PURPOSES ONLY
M. Hassanloo

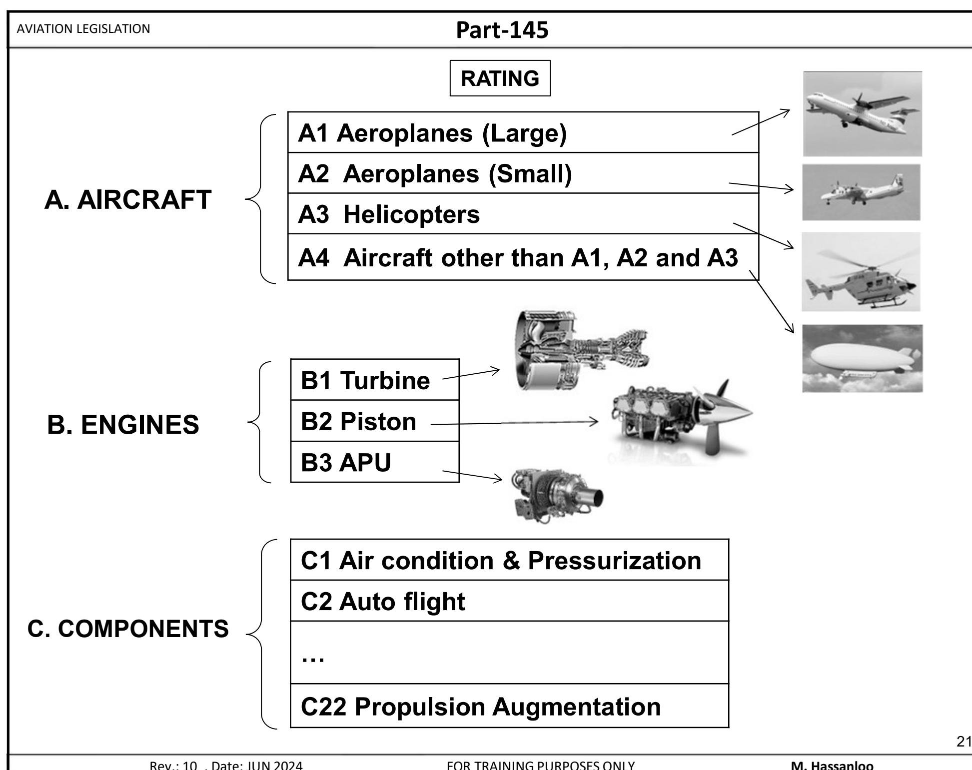
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AVIATION LEGISLATION
Part-145
Scope
Maintenance
Aircraft Line Maintenance
Aircraft Base Maintenance
Engine Maintenance
Component Maintenance
Specialised Services Maintenance
Parts Fabrication
NDT with D1 Rating
NDT without D1 Rating
Other Specialised Activities
composite repairs, painting, welding, machining, NDI
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FOR TRAINING PURPOSES ONLY
M. Hassanloo

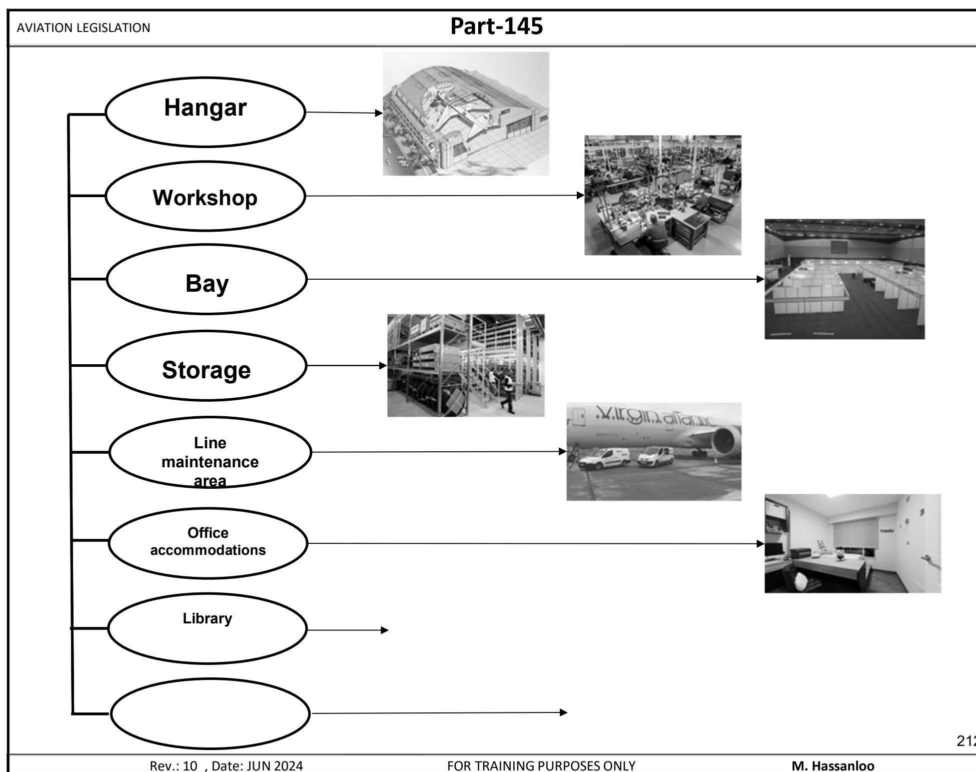
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AVIATION LEGISLATION
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Line Maintenance
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M. Hassanloo

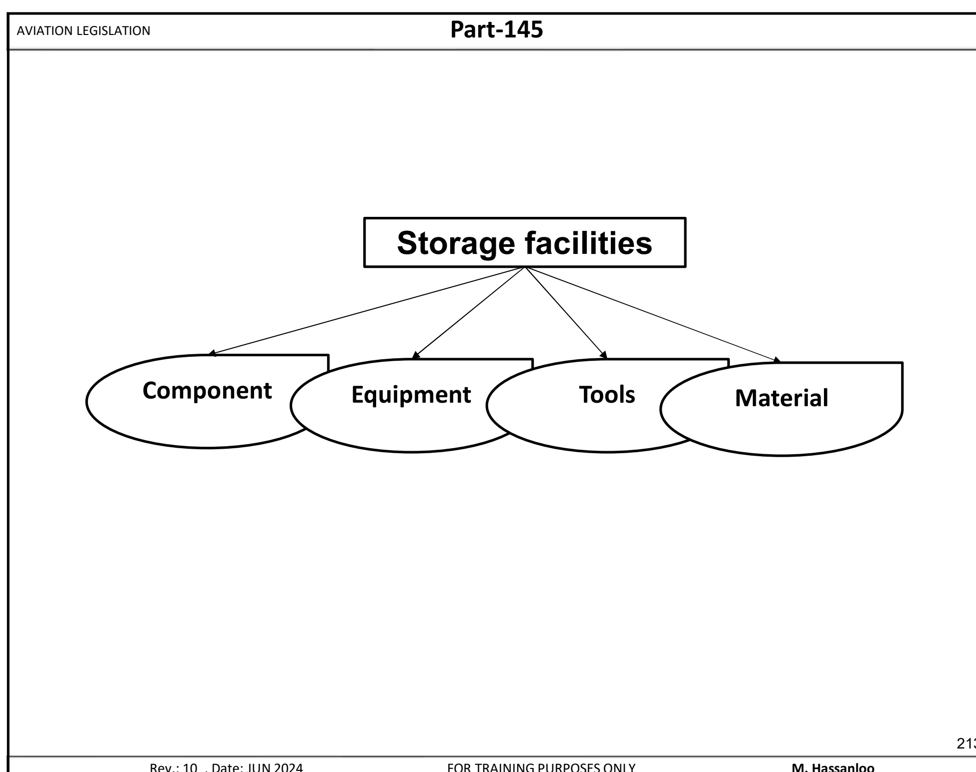
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AVIATION LEGISLATION
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RATING
A. AIRCRAFT
A1 Aeroplanes (Large)
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C2 Auto flight
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C22 Propulsion Augmentation
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FOR TRAINING PURPOSES ONLY
M. Hassanloo

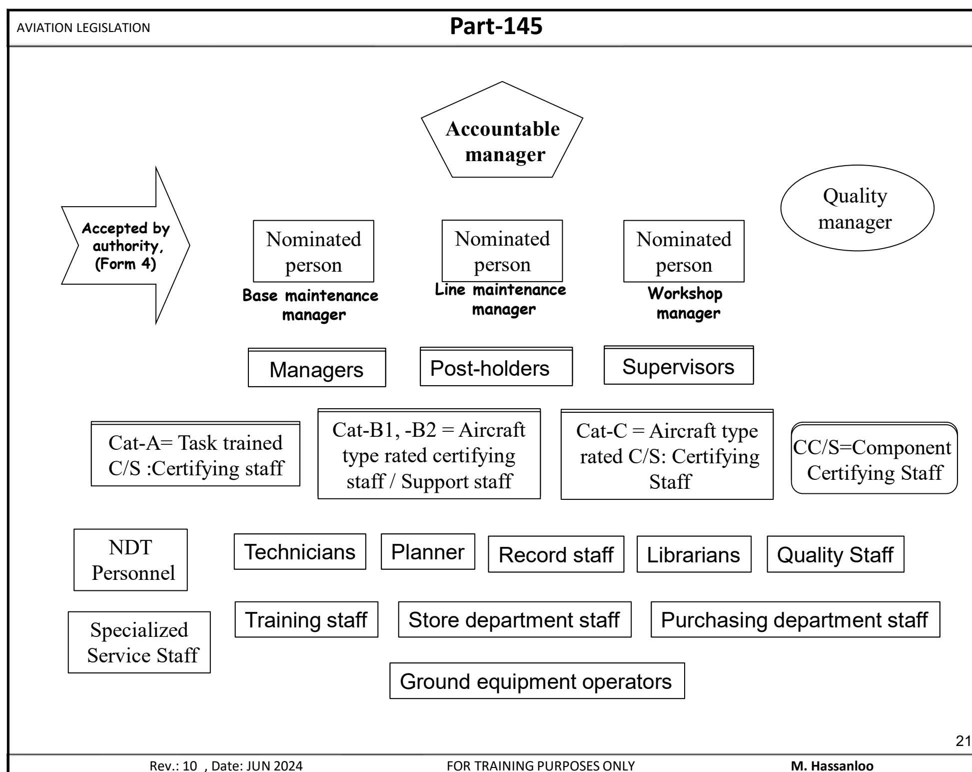
211


AVIATION LEGISLATION
Part-145
Hangar
Workshop
Bay
Storage
Line maintenance area
Office accommodations
Library
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AVIATION LEGISLATION
Part-145
Storage facilities
Component
Equipment
Tools
Material
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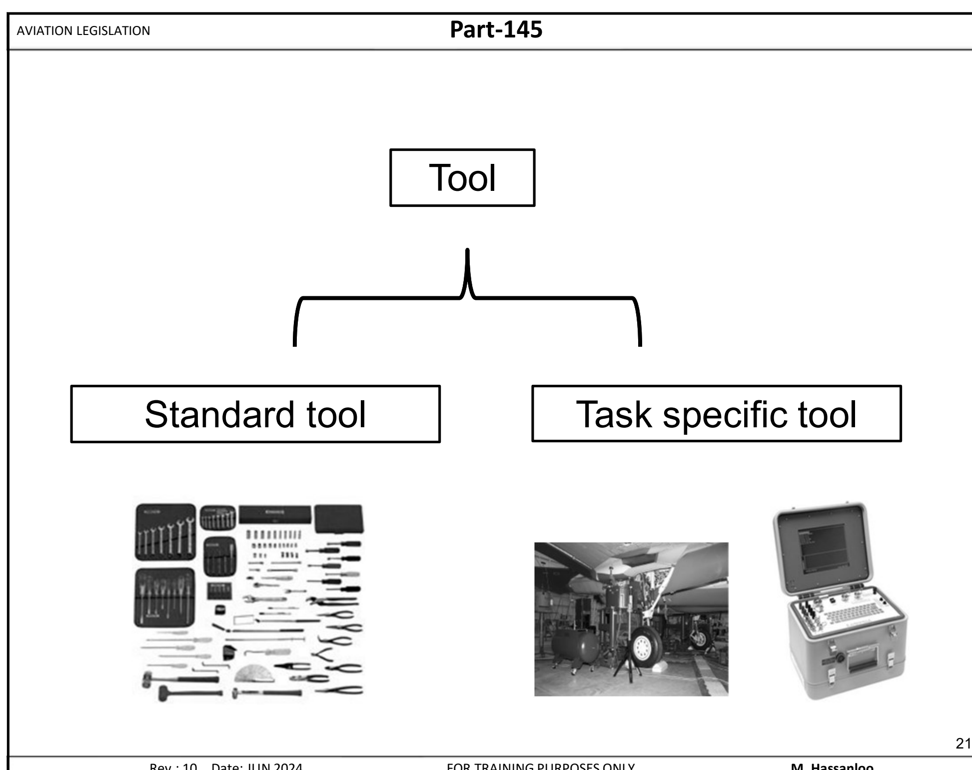


Basic & Type /Task

Category	Cat A		Cat B1		Cat B2	Cat B3
Sub-Category -	**A1**	Aeroplanes Turbine	**B1.1**	Aeroplanes Turbine	**B2** Avionics	**B3** Below 2000 kg
	A2	Aeroplanes Piston	**B1.2**	Aeroplanes Piston		
	A3	Helicopters Turbine	**B1.3**	Helicopters Turbine		
	A4	Helicopters Piston	**B1.4**	Helicopters Piston		

Type /Task	**A** Bell 214ST (CT 7-2A)	**B1** Bell 214ST (CT 7-2A)	**B2** Bell 214ST (CT 7-2A)	---	C Bell 214ST (CT 7-2A)

Category	Release to Service privileges
A licence	**Minor scheduled line maintenance and simple defect rectification (AMC 145.A.30(g)), personally performed in Part-145 organisation.**
B1/B3 licence	**Maintenance on structure, powerplant, and mechanical and electrical systems, avionic line replaceable units (with simple tests).**
B2 licence	**Maintenance on avionic and electrical systems.**
C licence	**Base maintenance of entire aircraft in Part-145 organisation.**
D	**Component Certifying Staff**



Tooling Control Processes

On Condition;

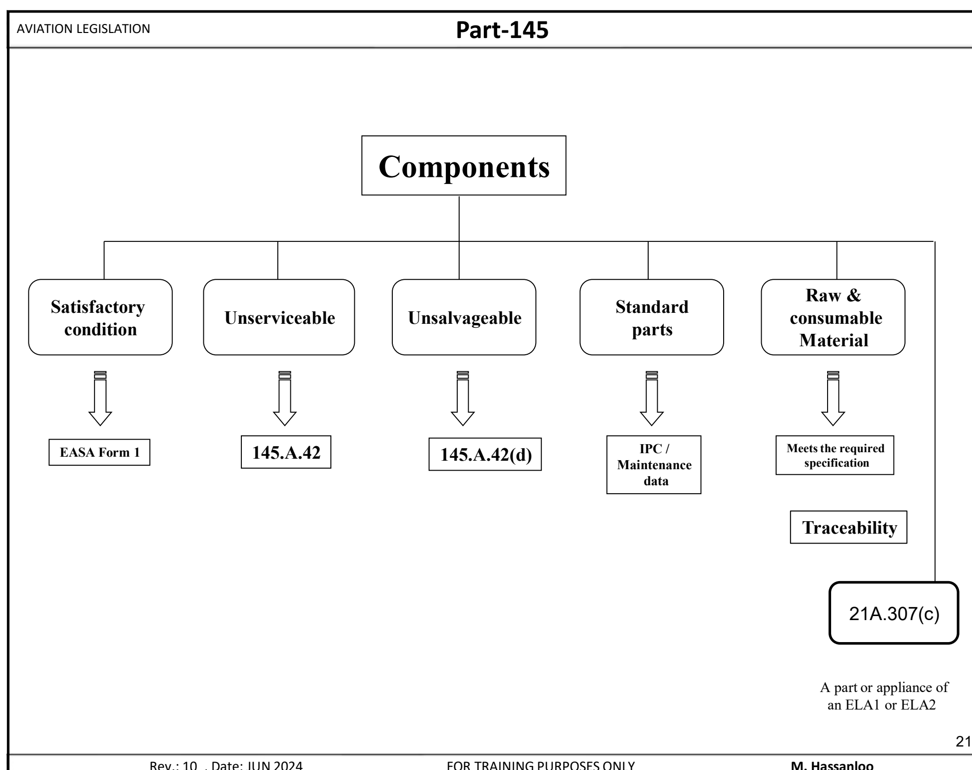
Tooling which requires a visual inspection prior to each use: LDG lock pin, Screw driver, standard wrench

Service;

Tooling which requires a visual inspection prior to each use, and; servicing at established frequency: Portable Hydraulic pump, grease gun, movable platforms

Calibration;

Tooling which requires a visual inspection prior to each use, and calibration at established frequency and, when applicable, servicing: Multimeter, torque wrench, test benches



(a)The organisation shall hold and use **applicable current** maintenance data in the performance of maintenance, including modifications and repairs.

'Applicable' means **relevant** to any aircraft, component or process specified in the organisation's approval class rating schedule and in any associated capability list.

Production planning

The organisation shall have a system appropriate to the amount and complexity of work to plan the **availability** of all necessary personnel, tools, equipment, material, maintenance data and facilities in order to ensure the safe completion of the maintenance work.

Changeover / Handover

When it is required to hand over the continuation or completion of maintenance tasks for reasons of a shift or personnel changeover, relevant information shall be adequately communicated between outgoing and incoming personnel.

(a) A certificate of release to service shall be:

- issued by appropriately authorised certifying staff
- on behalf of the organisation
- when it has been verified that all maintenance ordered has been properly carried out by the organisation
- iaw the procedures specified in 145.A.70 (MOE)
- taking into account the availability and use of the maintenance data specified in 145.A.45 and that
- there are no non-compliances which are known to **endanger flight safety**.

(d) A CRS shall be issued at the completion of any maintenance on a component whilst off the aircraft.

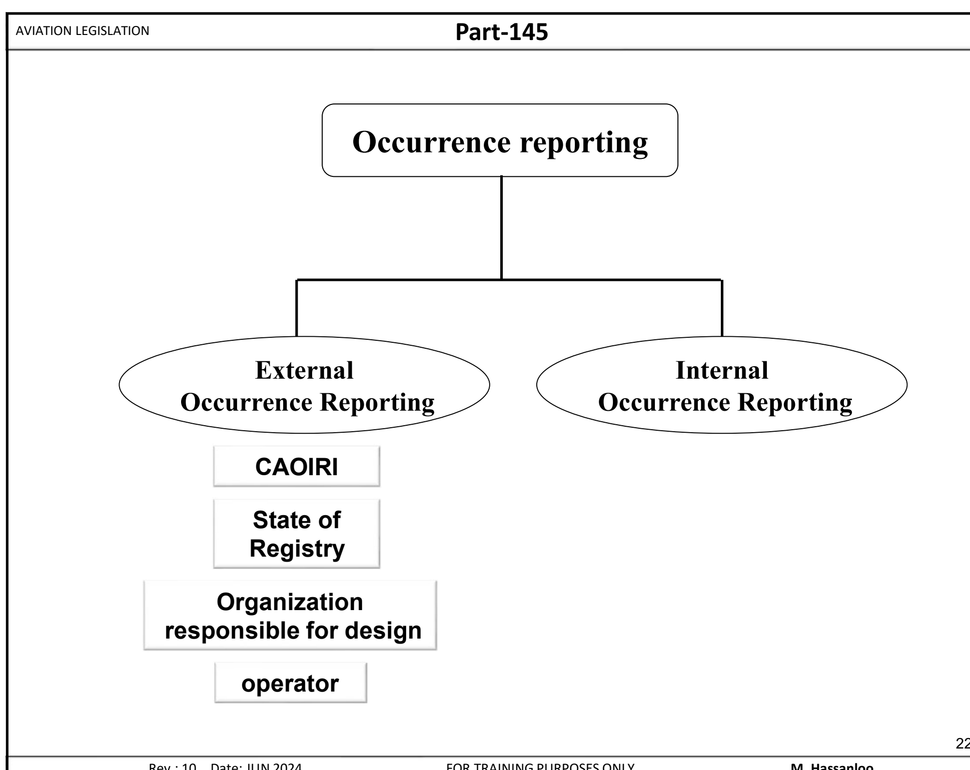
The authorised release certificate or airworthiness approval tag identified as EASA Form 1 in Appendix I to this Part constitutes the component CRS.

2. AUTHORISED RELEASE CERTIFICATE
EASA FORM 1

5.75" x 2.875"
BYERLY AVIATION, INC.
SERVICEABLE ITEM

The organisation shall **record** all details of maintenance work carried out.

As a minimum, the organisation shall retain records necessary to prove that all requirements have been met for issuance of the certificate of release to service (CRS), including subcontractor's release documents.



Audits & feedback reporting system

(c) The organisation shall establish a quality system,

Quality system

Audit

Feedback reporting system

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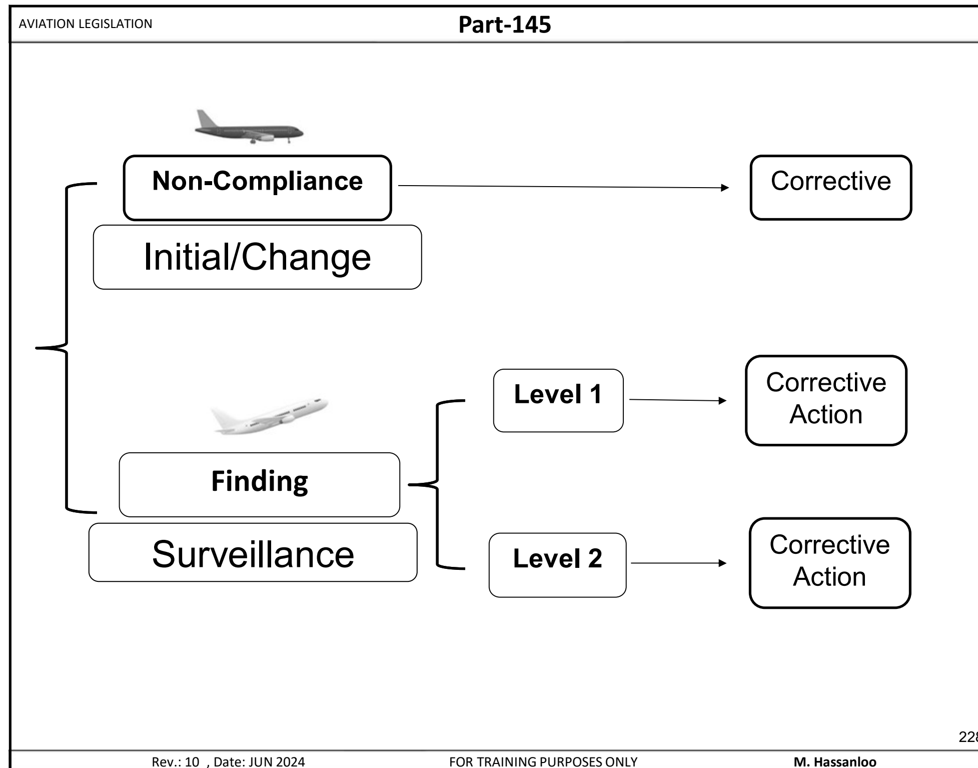
MOE (Maintenance Organisation exposition):
Document that contain the material specifying the

- scope of work deemed to constitute approval and
- showing how the organisation intends to comply with Part-145.

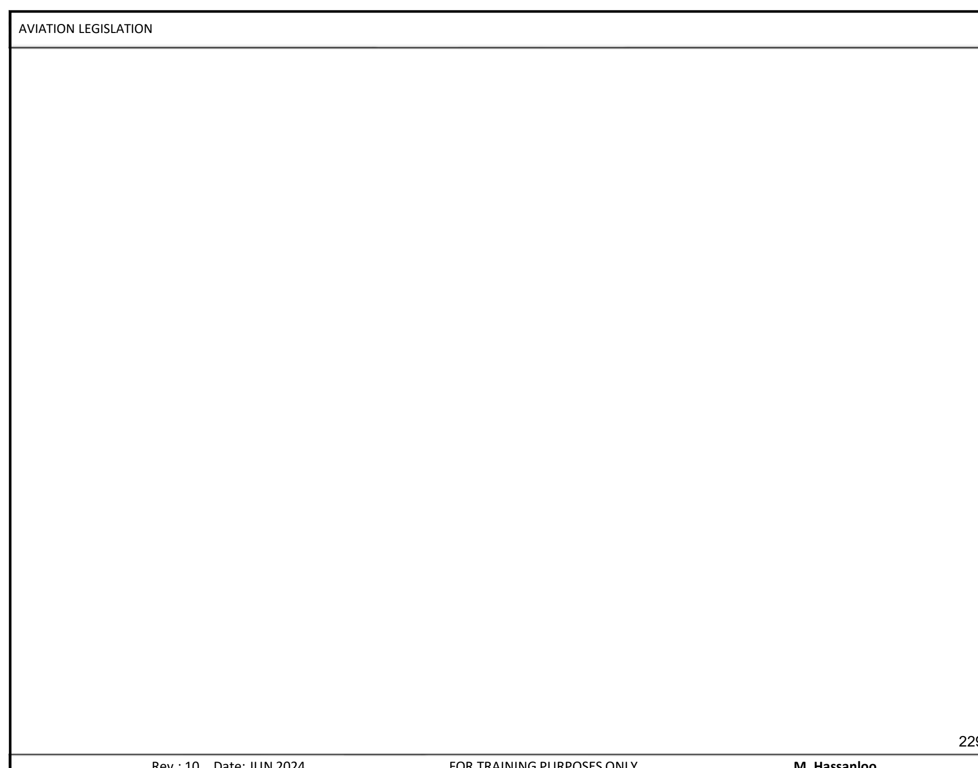
1. accountable manager statement
2. safety and quality policy
3. title(s) and name(s) of the persons nominated
4. duties and responsibilities
5. organisation chart
6. list of certifying staff and support staff
7. general description of manpower resources
8. general description of the facilities
9. scope of work
10. notification procedure for organisation changes
11. MOE amendment procedure
12. procedures
13. quality system
14. subcontracted organisations
15. ….

MOE

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Part-145
Non-Compliance
Initial/Change
Corrective
Finding
Surveillance
Level 1
Level 2
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Corrective Action
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Qualification of
Component Certifying Staff (CC/S)

CAA Iran: Appendix VII of Part 145 2015

EASA: UG.CAO.00126-004 2021

CC/S qualification criteria

European Aviation Safety Agency — User Guide

Foreign Part-145 approvals Components, engines and APU certifying staff	Doc #	UG.CAO.00126-004
	Approval Date	11/11/2022

Foreign Part-145 approvals - Components, engines and APU certifying staff

UG.CAO.00126-004

	Name	Validation	Date
Prepared by:	Rosa Tajes	Validated	10/11/2022
Verified by:	Lorenzo Pellegrini	Validated	11/11/2022
Reviewed by:	Dominique Perron	Validated	11/11/2022
Approved by:	Karl Specht	Validated	11/11/2022

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European Aviation Safety Agency **User Guide**

Foreign Part-145 approvals Components, engines and APU certifying staff	Doc # Approval Date	UG.CAO.00126-004 11/11/2022

1.7. *Summary table for EASA PART-145 Component C/S qualification criteria*

		Engine/APU/ Propeller	Hydraulic components (L/G assy, actuator, etc ..)	Electrical components (Motors, actuators, chargers, power supplies, batteries, etc..)	Electronic components (card assy, mike, head set, etc...)	Mechanical components (Wheel, Brake unit, structure,..)	Electronic Units (computers, com/nav receiver, indicators, power supplies,)	Instruments	Cabin Equipment (BFE, PSU, Pax Entertainment)	Safety equipment (Life raft, life jacket, O^2 bottle, O^2 masks,..)
Basic requirements	**Educational level**	Secondary school								
	Basic training	Aeronautical & technical school or Aeronautical military school or QA assessment								
	Aeronautical experience	2 years of Aeronautical experience in the field of aviation maintenance including at least 12 months of practical experience in the specific component maintenance area / workshop. For complex components such as engine/APU and Landing gears including, 3 years of Aeronautical experience is required in the field of aviation maintenance including 24 Months of practical experience in the specific component maintenance area / workshop.								
Technical training	**Component training**	OEM or OEM recognized Training Org. or EASA Part-145 AMO.								
	Bench test training	OEM of the bench test or EASA Part 145-AMO								
	Tool training	OEM or EASA Part-145 AMO								
	Additional training	• Initial Safety Training (including Human Factor[5]); • MOE and internal procedures applicable to CC/S (including issuance of EASA form 1). In addition, where needed, the CC/S shall demonstrate he/she received appropriate training on: • Fuel Tank Safety items, CDCCL level 1, or level 2 after 31/12/2010, (refer to Appendix IV to AMC to 145.A.30(e) for further details); • Electrical Wiring Interconnection System (refer to AMC 20-22 for further details); • Any additional training(s) justified during the assessment performed by the maintenance organisation (e.g. human factor, aviation legislation, etc..).								
General training	**Language knowledge**	Working knowledge of the language in which the maintenance data is published AND working knowledge of English for the CRS (and for EU Airworthiness directives if required).								
	HF and Aviation legislation training	Human Factor (Module 9) and aviation Legislation (Module 10) training as detailed in the EASA Part- 66.								
	Recent Maintenance experience	6 months of experience in two years period preceding the intended date of issuance of the certification authorization								
Renewal criteria	Recurrent **training**	Relevant technology training (this could be delivered OEM or OEM recognized Training Org. or EASA Part-145 AMO) Safety management including human factors Part-M, Part-145 and other relevant regulations Organisation´s procedures applicable to CCS (MOE, etc)								

[5] Having completed a Module 9 HF training does not supersede the need to comply with the initial HF training in accordance with 145.A.30.(e). However, credit may be taken from the module 9 Human Factor training for the topics which are common in both trainings, provided the Module 9 HF training has been completed within the previous two years

CCS Scope

1) Engine/APU/ Propeller
2) Hydraulic components (L/G assy, actuator, etc ..)
3) Electrical components (Motors, actuators, chargers, power supplies, batteries, etc..)
4) Electronic components (card assy, mike, head set, etc...)
5) Mechanical components (Wheel, Brake unit, structure,..)
6) Electronic Units (computers, com/nav receiver, indicators, power supplies,)
7) Instruments Cabin Equipment (BFE, PSU, Pax Entertainment)
8) Safety equipment (Life raft, life jacket, O^2 bottle, O^2 masks,..)

CC/S qualification criteria

CCS Qualification Criteria

1. Basic requirements:
- Educational level
- Basic training
- Aeronautical experience

2. Technical training:
- Component training
- Bench test training
- Tool training
- Additional training

3. General training:
- Language knowledge
- HF and Aviation legislation
- Recent Maintenance experience

4. Renewal criteria:
- Recurrent training

AVIATION LEGISLATION

CC/S qualification criteria

1. Basic requirements:

1. **Educational level -** Secondary school
2. **Basic training –**
   - Aeronautical & Technical school or
   - Aeronautical military school or
   - QA assessment.
3. **Aeronautical experience –**
   2 years of Aeronautical experience in the field of aviation maintenance *including at least 12 months of practical experience in the specific component maintenance **area** / **workshop**.*

   For complex components such as engine/APU and Landing gears including, 3 years of Aeronautical experience is required in the field of aviation maintenance *including 24 Months of practical experience in the specific component maintenance area / workshop.*

2. Technical training:
3. General training:
4. Renewal criteria:

CC/S qualification criteria

1. Basic requirements:

2. Technical training:

1. Component training - OEM or OEM recognized Training Org or AMO (Part-145)
2. Bench test training - OEM of the bench test or AMO (Part-145)

3. Tool training - OEM or Part-145 AMO

4. Additional training:
- 4.1 Initial Safety Training (including Human Factor);
- 4.2 MOE and internal procedures applicable to CC/S (including issuance of form 1).

In addition, where needed, the CC/S shall demonstrate he/she received appropriate training on:
- 4.3 FTS: Fuel Tank Safety items, CDCCL level 1/2
- 4.4 EWIS: Electrical Wiring Interconnection System
- 4.5 Any additional training(s) justified during the assessment performed by the maintenance organisation (e.g. aviation legislation)

3. General training:

4. Renewal criteria:

CC/S qualification criteria

1. Basic requirements:

2. Technical training:

3. General training:

1. Language knowledge - Working knowledge of the language in which the maintenance data is published AND working knowledge of English for the CRS (and for EU Airworthiness directives if required)

2. HF and Aviation legislation - Human Factor (Module 9) and aviation Legislation (Module 10) training as detailed in the Part- 66.

3. Recent Maintenance experience - 6 months of experience in two years period preceding the intended date of issuance of the certification authorization

4. Renewal criteria:

CC/S qualification criteria

1. Basic requirements:
2. Technical training:
3. General training:

4. Renewal criteria:

- Recurrent training –

1. Relevant technology training
(this could be delivered OEM or OEM recognized Training Org. or Part-145 AMO)
2. Safety management including human factors
3. Part-M,
4. Part-145 and
5. other relevant regulations Organisation´s procedures applicable to CCS (MOE, etc)

Minimum Equipment List (MEL)

Definitions

A minimum equipment list (MEL) is a list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative (which is)

- prepared by **an operator**
- in conformity with, or more restrictive than, the MMEL established for the aircraft type.

MEL

(MEL) is a list of items that may be inoperative and still allow an aircraft to be considered airworthy.

MEL

AMC 145.A.35(a) Certifying staff and support staff

The AMO should specifically ensure that the individual competencies have been established with regard to:

knowledge of the associated organisation and operator procedures i.e.
- handling and identification of components,
- **MEL use,**
- Technical Log use,
- etc.

Master Minimum Equipment list (MMEL)

The MMEL is a list established for
- a particular aircraft type
- by the organisation responsible for the type design (Boeing/ Airbus / …)
- with the approval of the State of Design (FAA/ EASA/…)
- which identifies items which individually may be unserviceable at the commencement of a flight.

But the MEL is approved by state of the operator.

Boeing → MMEL → State of Design → Approved MMEL → Operator → MEL → State of the operator → Approved MEL

Benefits of using a MEL

1. Operations with inoperative equipment are simplified since there is a single reference document which contains everything needed to "defer" a piece of equipment.

2. For each item, the MEL will briefly describe how the operation of the aircraft will be affected and if there are any other systems affected by that deferral.

3. Aircraft operators can customize MELs to suit their operational needs.

4. MEL document is easily-scaled for large fleets of aircraft.

ATA Spec 100

Format

52 11 02 401
XX-XX-XX-XXX

- XXX → Page Block
- XX (third pair) → Subject
- XX (second pair) → Section
- XX (first pair) → Chapter

Example:

- 52 Doors
- 52-11 Passenger Doors
- 52-11-02 Passenger Door Handle
- 52-11-02-401 R/I Procedure for Pax Door Handles

AIRCRAFT: BOMBARDIER CL-600-2B19/-2C10/-2D15/-2D24/-2E25 | REVISION NO: 18 DATE: 07/09/2012 | PAGE NO: 49-1

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS AND EXCEPTIONS
49 AUXILIARY POWER				
10-01 Auxiliary Power Unit (APU)				
1) 600-2B19	C	1	0	(M) May be inoperative provided: a) APU is deactivated, b) Intake door is visually verified CLOSED, and c) Both Integrated Drive Generators (IDG) are operative. NOTE: IDG is considered inoperative when either the Generator/GCU System or the CSD System is inoperative.

Callouts: Quantity installed → 2. NUMBER INSTALLED; Quantity required for dispatch → 3. NUMBER REQUIRED FOR DISPATCH; Conditions → 4. REMARKS AND EXCEPTIONS

time limitations

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.
The letter designators are inserted adjacent to Column 2.

(M) or (O)

15."(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16."(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

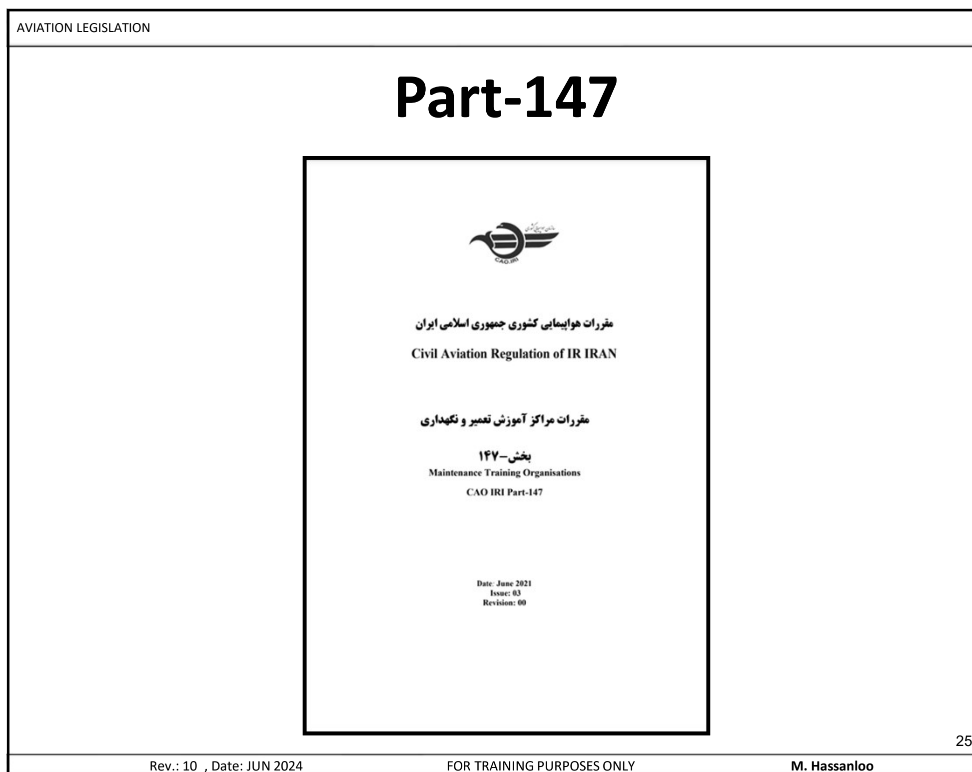
CDL

The MEL is entirely separate from the Configuration Deviation List (CDL), which is a list of secondary airframe and engine components which may be recorded as missing for without prejudicing the acceptance of an aircraft for flight.

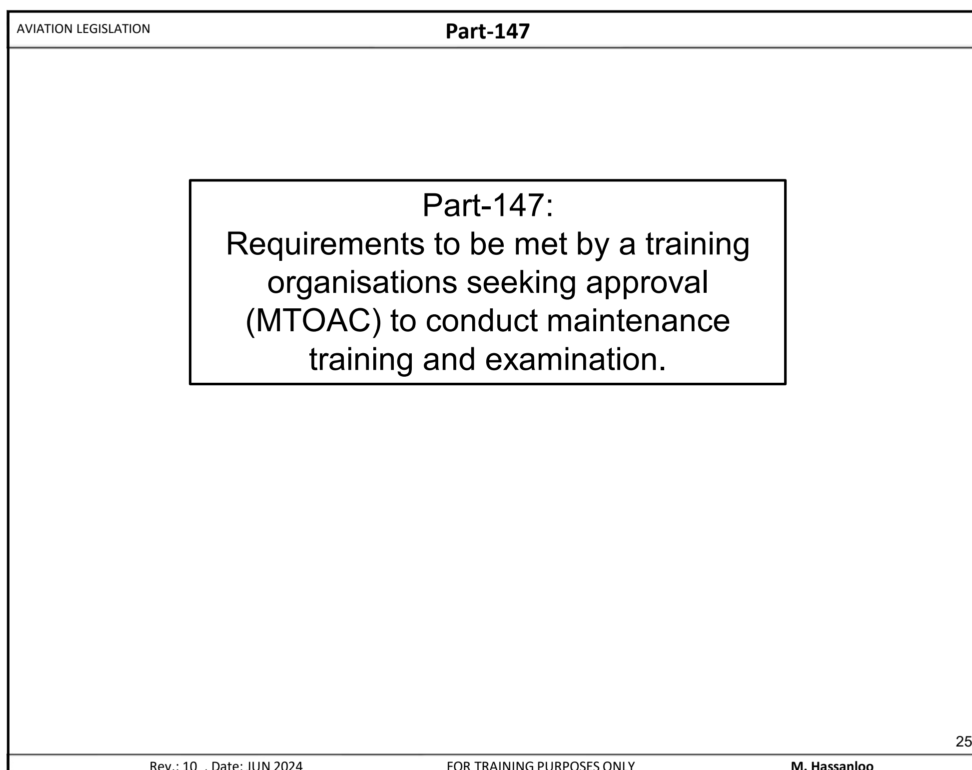
HAHA Airlines

MEL / CDL

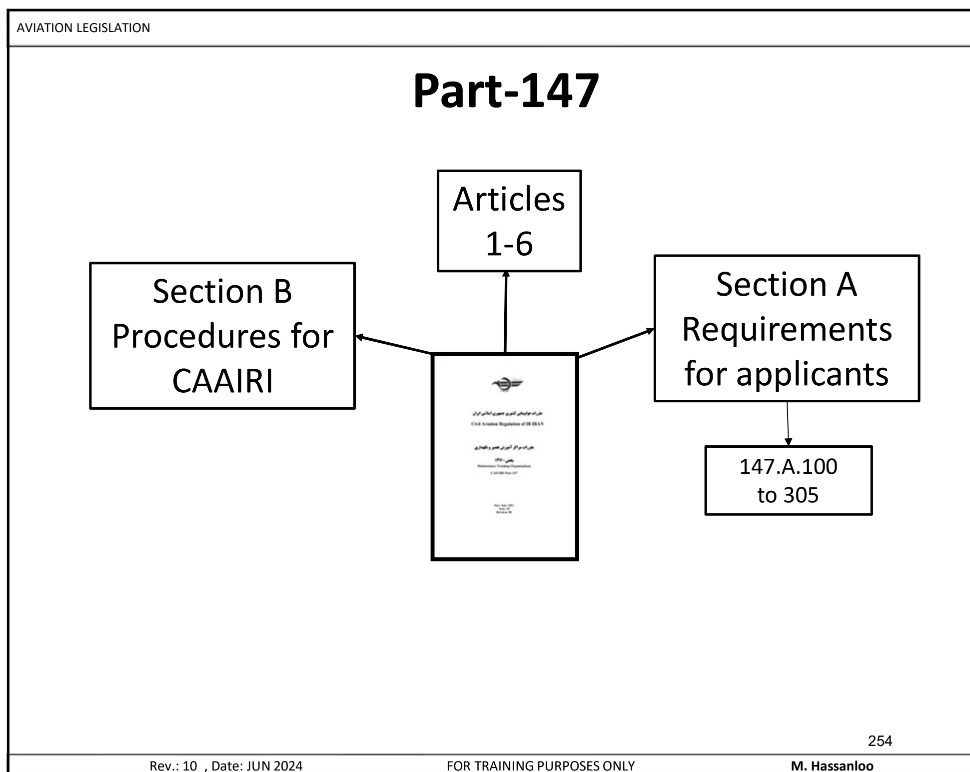
A-320


AVIATION LEGISLATION
Part-147
مقررات هواپیمایی کشوری جمهوری اسلامی ایران
Civil Aviation Regulation of IR IRAN
مقررات مراکز آموزش تعمیر و نگهداری
بخش-۱۴۷
Maintenance Training Organisations
CAO IRI Part-147
Date: June 2021
Issue: 03
Revision: 00
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Rev.: 10 , Date: JUN 2024
FOR TRAINING PURPOSES ONLY
M. Hassanloo

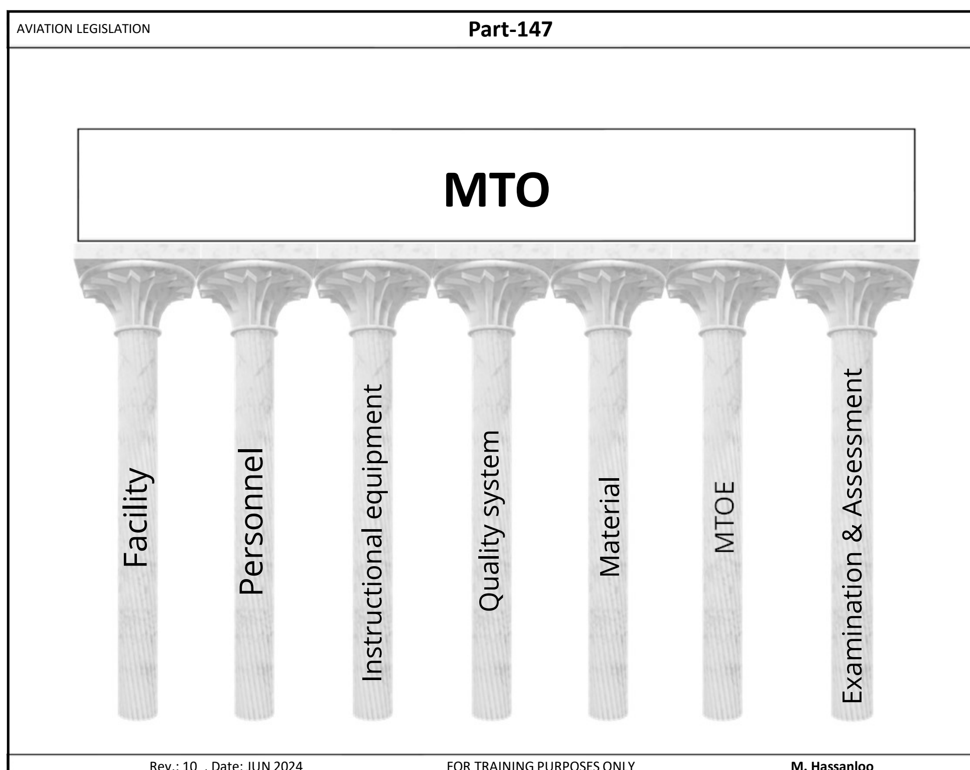
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AVIATION LEGISLATION
Part-147
Part-147:
Requirements to be met by a training organisations seeking approval (MTOAC) to conduct maintenance training and examination.
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Rev.: 10 , Date: JUN 2024
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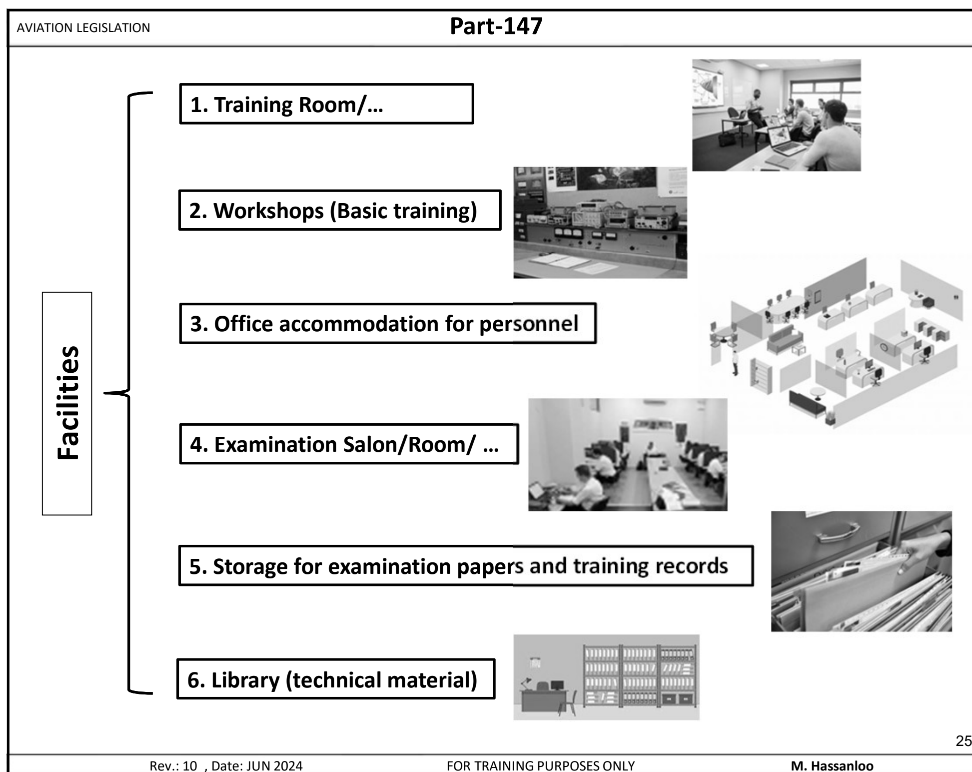
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AVIATION LEGISLATION
Part-147
Articles
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Procedures for
CAAIRI
Section A
Requirements
for applicants
147.A.100
to 305
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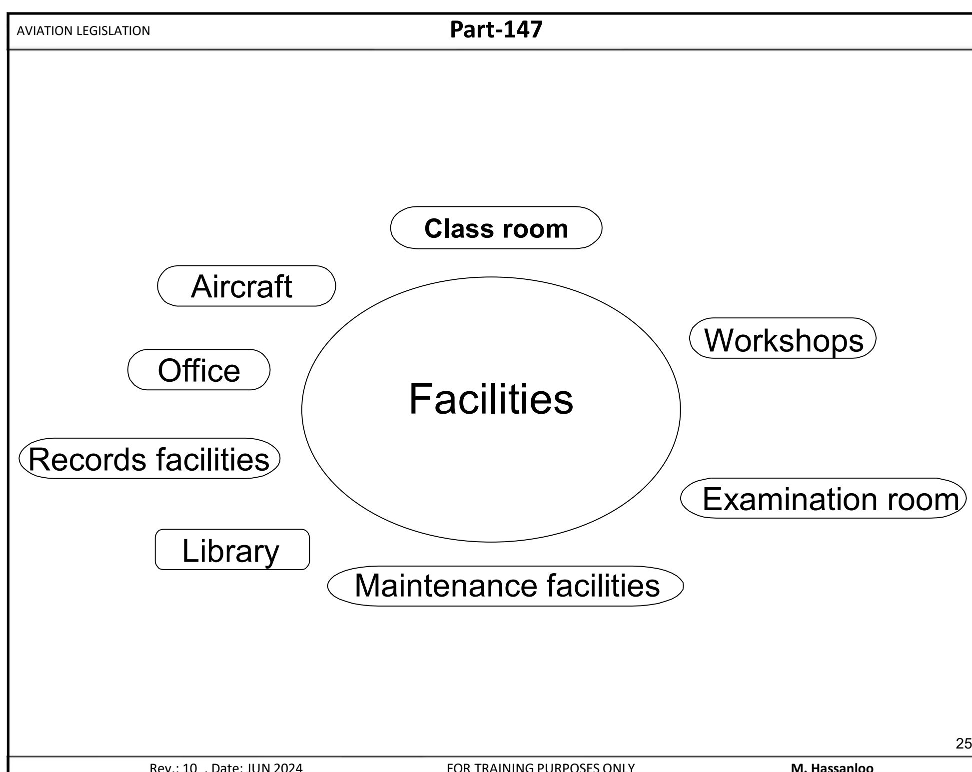
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AVIATION LEGISLATION
Part-147
MTO
Facility
Personnel
Instructional equipment
Quality system
Material
MTOE
Examination & Assessment
Rev.: 10 , Date: JUN 2024
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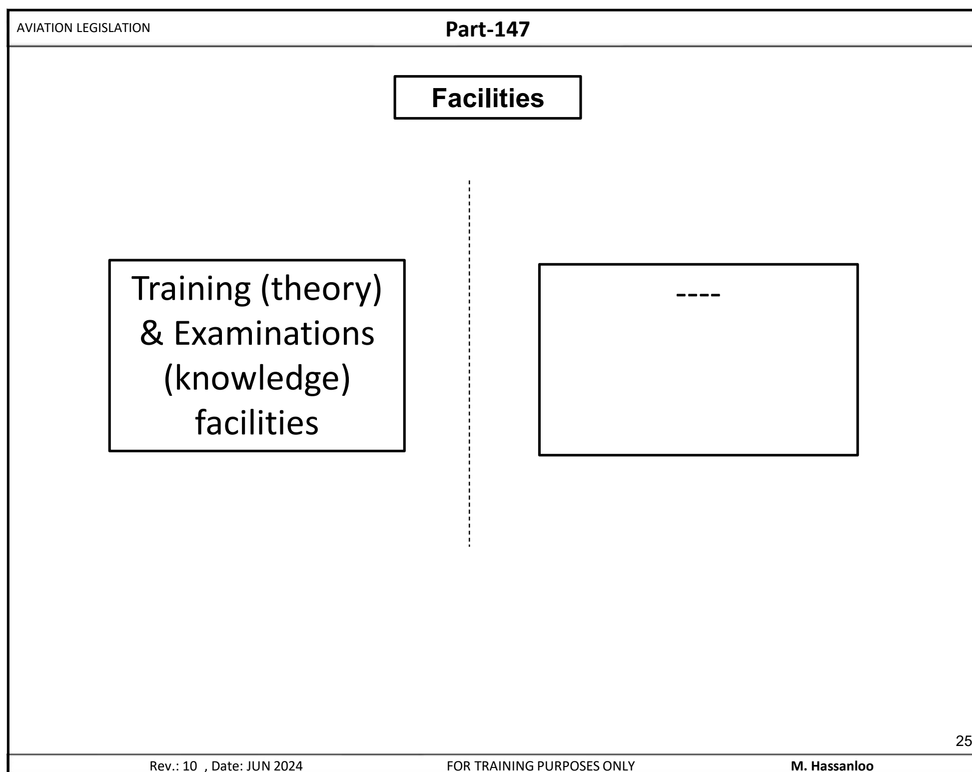
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AVIATION LEGISLATION
Part-147
Facilities
1. Training Room/…
2. Workshops (Basic training)
3. Office accommodation for personnel
4. Examination Salon/Room/ …
5. Storage for examination papers and training records
6. Library (technical material)
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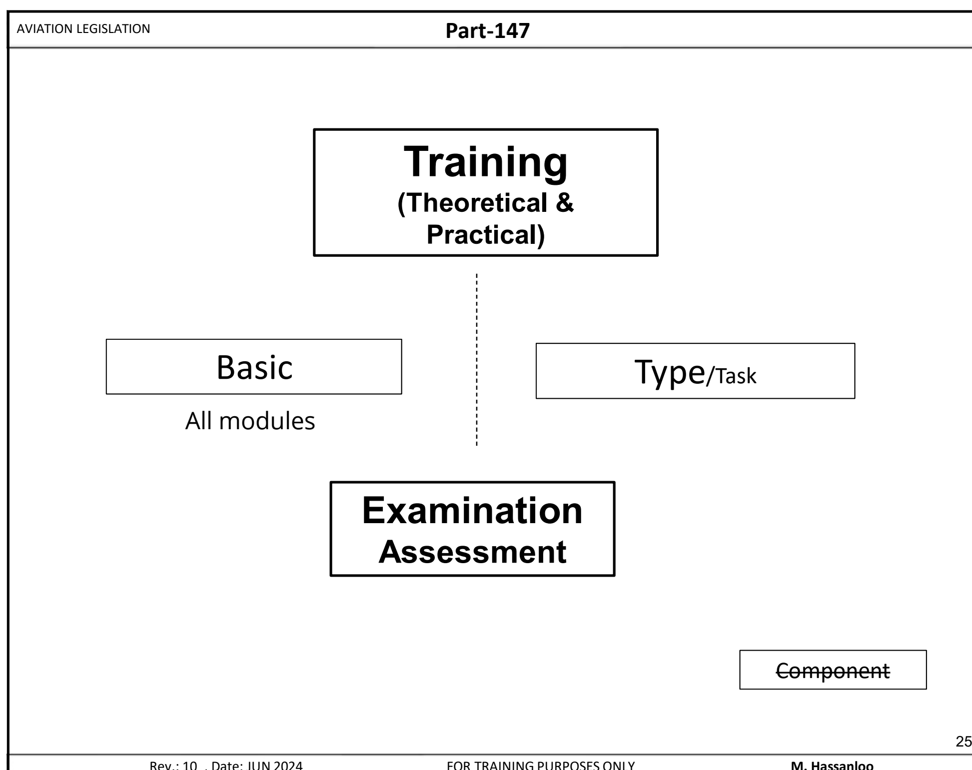

AVIATION LEGISLATION
Part-147
Class room
Aircraft
Workshops
Office
Facilities
Records facilities
Examination room
Library
Maintenance facilities
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AVIATION LEGISLATION
Part-147
Facilities
Training (theory) & Examinations (knowledge) facilities

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AVIATION LEGISLATION
Part-147
Training
(Theoretical & Practical)
Basic
All modules
Type/Task
Examination
Assessment
Component
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The Minimum Basic Training Course comprises of :

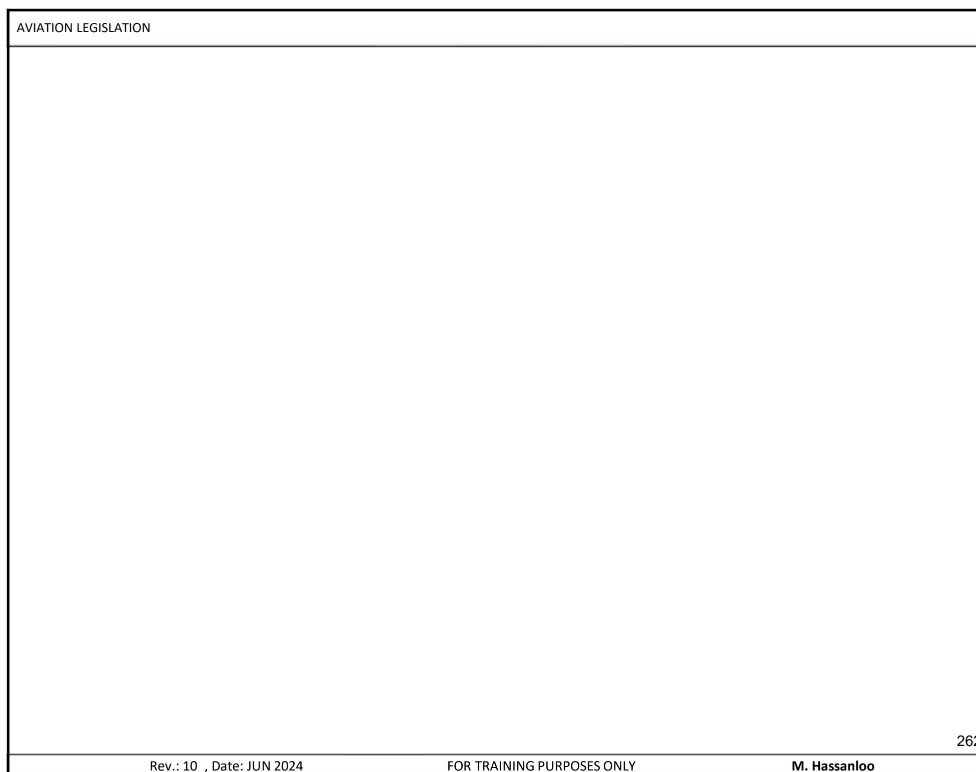
- Cat A1,A3,A4:
– 800 hours of which 30-35% is theoretical.
- Cat A2:
– 650 hours of which 30-35% is theoretical.
- Cat B1.1, B1.3, B1.4 and B2:
– 2400 hours of which 50–60% is theoretical.
- Cat B1.2:
– 2000 hours of which 50-60% is theoretical.
- Cat B3 – 1000 hours of which 50–60% is theoretical.

The practical element of the training course is subdivided in order that at least 30% of the practical training is conducted in an actual PART-145 approved maintenance working environment

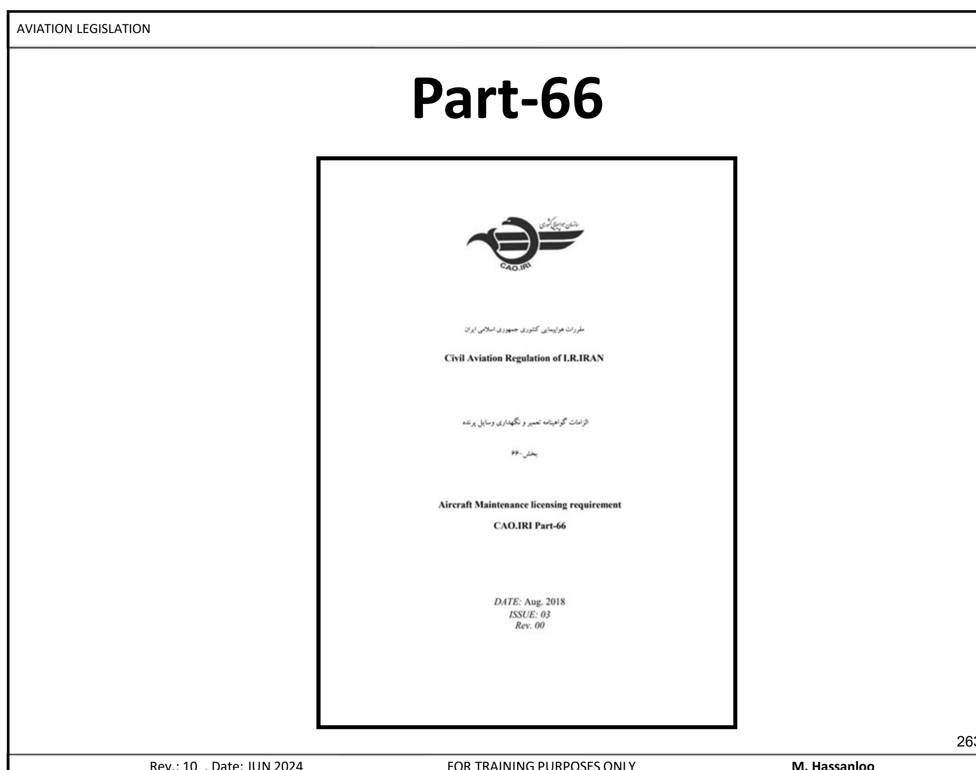
Note:

1. Part-147 organization can be a training & examination center,

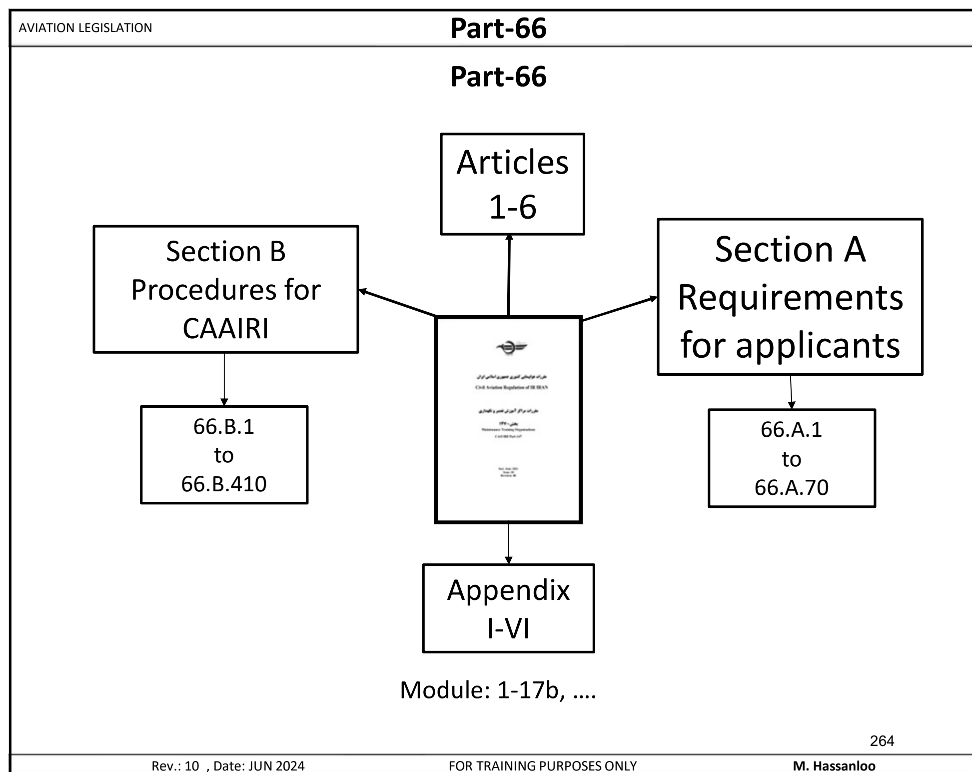
2. Part-147 can NOT be an EXAMINATION center ONLY.


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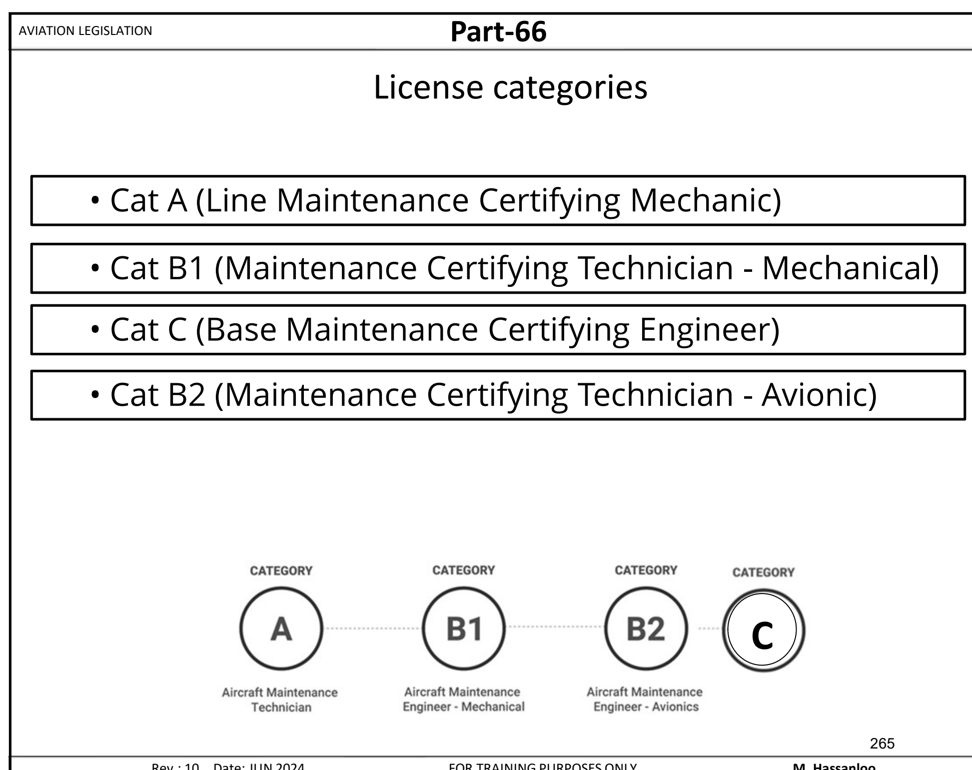
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AVIATION LEGISLATION
Part-66
سازمان هواپیمایی کشوری
CAO.IRI
مقررات هواپیمایی کشوری جمهوری اسلامی ایران
Civil Aviation Regulation of I.R.IRAN
الزامات گواهینامه تعمیر و نگهداری وسایل پرنده
بخش -۶۶
Aircraft Maintenance licensing requirement
CAO.IRI Part-66
DATE: Aug. 2018
ISSUE: 03
Rev. 00
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Rev.: 10 , Date: JUN 2024
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AVIATION LEGISLATION
Part-66
Part-66
Articles
1-6
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CAAIRI
Section A
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66.B.1
to
66.B.410
66.A.1
to
66.A.70
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AVIATION LEGISLATION
Part-66
License categories
• Cat A (Line Maintenance Certifying Mechanic)
• Cat B1 (Maintenance Certifying Technician - Mechanical)
• Cat C (Base Maintenance Certifying Engineer)
• Cat B2 (Maintenance Certifying Technician - Avionic)
CATEGORY
A
Aircraft Maintenance
Technician
CATEGORY
B1
Aircraft Maintenance
Engineer - Mechanical
CATEGORY
B2
Aircraft Maintenance
Engineer - Avionics
CATEGORY
C
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AML Categories

- **Category A**
- **Category B1**
- Category B2
- Category C

A1 and B1.1 Aeroplanes Turbine
A2 and B1.2 Aeroplanes Piston
A3 and B1.3 Helicopters Turbine
A4 and B1.4 Helicopters Piston

Aeroplane
Helicopter
Turbines
Avionics

I.
ISLAMIC REPUBLIC OF IRAN
CIVIL AVIATION AUTHORITY
II.
گواهینامه پرسنل نگهداری وسیله پرنده
CAA.IRI PART-66
Aircraft Maintenance License
III.
شماره گواهینامه:
License Number:
IR.66.404903
CAAIRI Form 26, Rev.02

VIII. Conditions:

This License shall be signed by the holder and be accompanied by an identify document containing photograph of the License holder.

Endorsement of any categories on the page(s) entitled IX. Categories only, does not permit the holder to issue a certificate of release to service for an aircraft.

This License when endorsed with an aircraft rating meets the intent of ICAO Annex .1

The privileges of the holder of this license are prescribed by CAAIRI Part-M, CAAIRI Part-145 and especially CAAIRI Part-66

This License remains valid until the date specified on the XIII. ...

IX. Part-66 Categories:

Validity:	A	B1	B2	B3	C
Aeroplanes Turbine			n/a	n/a	n/a
Aeroplanes Piston			n/a	n/a	n/a
Helicopters Turbine		√	n/a	n/a	n/a
Helicopters Piston		√	n/a	n/a	n/a
Avionics	n/a	n/a		n/a	n/a
Complex motor-powered Aircraft	n/a	n/a	n/a	n/a	√
Aircraft other than Complex motor-powered Aircraft	n/a	n/a	n/a	n/a	
Piston engine non pressurized aeroplanes of 2000 kg MTOM and below	n/a	n/a	n/a		n/a

IR.66.404903

XII. Part-66 Aircraft ratings:

Aircraft Ratings	CAT	Date
Agusta AB204, AB205 / Bell 204, 205 (Honeywell T53)	B1	16/04/2019
Robinson R22/R44 Series (Lycoming)	B1	15/03/2020
Bell 212 / Agusta AB212 (PWC PT6)	B1,C	13/12/2023
Bell 412 / Agusta AB412 (PWC PT6)	B1,C	16/01/2024

IR.66.404903

Aircraft groups

Group 1

- CMPA
- Multiple engine helicopters,
- Aeroplanes with maximum certified operating altitude exceeding FL290,
- Aircraft equipped with fly-by-wire systems and
- Other aircraft requiring an aircraft type rating when defined so by CAO.IRI.

Group 2

- Single turbo-propeller engine aeroplanes
- Single turbine engine helicopters
- Single piston engine helicopters.

Group 3

- Piston engine aeroplanes other than those in Group 1.

Aircraft rating requirements

Aircraft Groups	B1/B3 licence	B2 licence	C licence
Group 1 • Complex motor-powered aircraft. • Multiple engine helicopters. • Aeroplanes certified above FL290. • Aircraft equipped with fly-by-wire. • Other aircraft when defined by the Agency.	**(For B1)** **Individual TYPE RATING** Type training: – Theory + examination – Practical + assessment **PLUS** OJT (for first aircraft in licence subcategory)	**Individual TYPE RATING** Type training: – Theory + examination – Practical + assessment **PLUS** OJT (for first aircraft in licence subcategory)	**Individual TYPE RATING** Type training: – Theory + examination
Group 2: **Subgroups:** **2a: single turboprop aeroplanes** (*) **2b: single turbine engine helicopters** (*) **2c: single piston-engine helicopters** (*) (*) Except those classified in Group 1	**(For B1.1, B1.3, B1.4)** **Individual TYPE RATING** (type training + OJT) **or** (type examination + practical experience) **Full SUBGROUP RATING** (type training + OJT) **or** (type examination + practical experience) on at least 3 aircraft representative of that subgroup **Manufacturer SUBGROUP RATING** (type training + OJT) **or** (type examination + practical experience) on at least 2 aircraft representative of that manufacturer subgroup	**Individual TYPE RATING** (type training + OJT) **or** (type examinatino + practical experience) **Full SUBGROUP RATING** based on demonstration of practical experience **Manufacturer SUBGROUP RATING** based on demonstration of practical experience	**Individual TYPE RATING** type training **or** type examination **Full SUBGROUP RATING** type training **or** type examination on at least 3 aircraft representative of that subgroup **Manufacturer SUBGROUP RATING** type training **or** type examination on at least 2 aircraft representative of that manufacturer subgroup

Group 3 **Piston-engine aeroplanes** (except those classified in Group 1)	**(For B1.2)** **Individual TYPE RATING** (type training + OJT) **or** (type examination + practical experience) **Full GROUP 3 RATING** based on demonstration of practical experience **Limitations:** • Pressurised aeroplanes • Metal aeroplanes • Composite aeroplanes • Wooden aeroplanes • Metal tubing & fabric aeroplanes	**Individual TYPE RATING** (type training + OJT) **or** (type examination + practical experience) **Full GROUP 3 RATING** based on demonstration of practical experience	**Individual TYPE RATING** type training **or** type examination **Full GROUP 3 RATING** based on demonstration of practical experience
Piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below	**(For B3)** **FULL RATING "Piston-engine non-pressurised aeroplanes of 2 000 kg MTOM and below"** based on demonstration of practical experience **LIMITATIONS:** • Pressurised aeroplanes • Metal aeroplanes • Composite aeroplanes • Wooden aeroplanes • Metal tubing & fabric aeroplanes	**NOT APPLICABLE**	**NOT APPLICABLE**

Privileges

The holder of an aircraft maintenance licence may not exercise its privileges unless:

1. in compliance with Part M and Part 145

2. in the preceding 2-year period he/she has, either had 6 months of maintenance
(Duration: or 100 days + Nature: Repairing; Modifying, …)

3. adequate competence to certify maintenance;
(appropriate knowledge, skills, attitude and experience to release)

4. language(s) of technical documentation and MOE
(read and understand, make written technical entries, …)

Part-66

Basic

❖ In order to get an Part-66 AML (Aircraft Maintenance License), an applicant needs:

1. Basic **knowledge** (66.A.25) (training courses and examinations)
2. Basic **experience** (66.A.30).

Part-66

Basic knowledge

66.A.25 and Appendix I

Courses / Examination / Credits

Course
(Part-147 approved courses)

+

Examination

in Part 147 / in CAA

Basic experience

66.A.30

-Duration depends on completed training;
- completion Part-147 approved course or
- completion national training (‘skilled worker’)

- In AMO (Aircraft Maintenance Organisation); and
- On Operating Aircraft; and
- Shall be practical experience; and
- Recent experience in (sub)category needed; and
- Could be Civil/not civil experience; and
- Shall be representative cross section of tasks; and
- Shall be acceptable to CAA; and
- Shall be properly recorded (e.g.. logbook)

Experience

Cat	Practical maintenance experience on operating aircraft		
	Without previous technical training + Part-66 Basic Exams	Skilled Worker + Part-66 Basic Exams	Part-66 Basic Training in Part-147 training organisation
A B1.2 B1.4 B3	**3 years**	**2 years**	**1 year**
B1.1 B1.3 B2	**5 years**	**3 years**	**2 years**

Type training

❖ In order to get an aircraft **Type Rating** (TR) endorsed in the AML, an applicant needs:

1. Type Training (Theoretical and Practical) (66.A.45)

2. On-the-Job Training (OJT) for the first TR (66.A.45).

Type training

66.A.45(b) and Appendix III

Theory Exam + Practical Assessment

In a Part-147 organization / Directly approved by CAA

↓

OJT

only for the first type rating

- In AMO (Aircraft Maintenance Organisation=145) / amo (Part-M Subpart F)
- Cross section of tasks acceptable to the CAA

66.A.45(c) and Appendix III Point 6, AMC appendix III

Part-66 Aircraft Maintenance Licence (AML)

Gain Basic Knowledge (Courses, Examination or Credits)
66.A.25 and Appendix I

Where/How?
- Part-147 approved courses and
- Examination in Part 147 or
- Examination in Competent Authority or
- National examination Credits

Gain Basic Experience
66.A.30

Where/How?
- Duration depends on completed training;
  - completion Part-147 approved course or
  - completion national training ('skilled worker')
- In Aircraft Maintenance Organisation; and
- On Operating Aircraft; and
- Shall be practical experience; and
- Recent experience in (sub)category needed; and
- Could be Civil/not civil experience; and
- Shall be representative cross section of tasks; and
- Shall be acceptable to Competent Authority; and
- Shall be properly recorded (e.g.. logbook)

Apply to one of the EASA MS Competent Authorities (Form 19) (66.A.10(a)) for:

"Blank" AML
(without type rating)
Min. age: 18

Type Training
(Theory Exam and Practical Assessment)
66.A.45(b) and Appendix III

Where/How?
- In a Part-147 organisation or
- Directly approved by Competent Authority.

OJT
(only for the first type rating)
66.A.45(c) and Appendix III Point 6, AMC appendix III

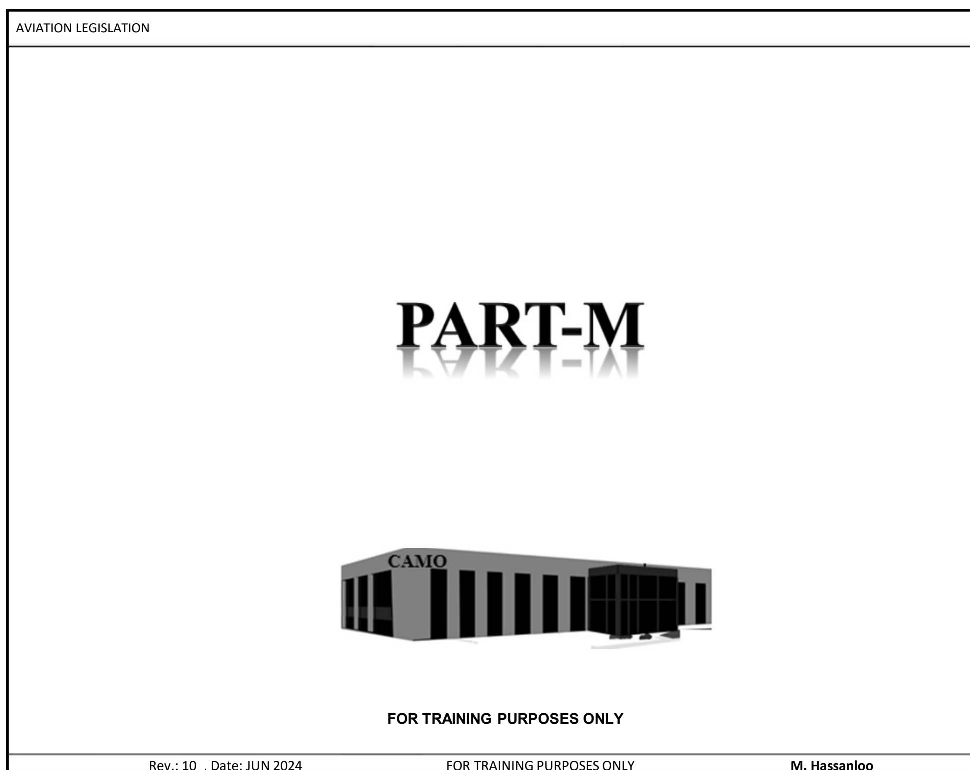
Where/How?
- In Aircraft Maintenance Organisation (Part-145 or M.A. Subpart F) and
- Cross section of tasks acceptable to the Competent Authority that issued the licence and
- Not automatically recognised by other EASA MS, but may be accepted (see AMC 66.B.115).

Apply to the EASA MS Competent Authorities that issued the Part-66 AML (Form 19) (66.A.10(b)) for:

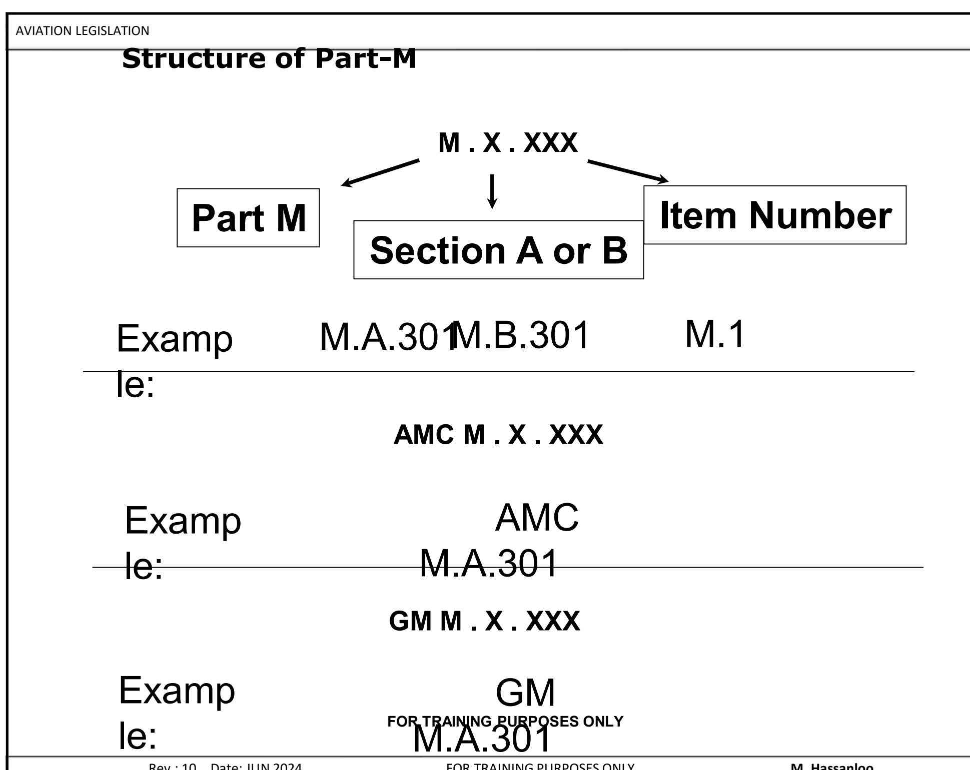
Type Rating endorsed on the AML

Max. 10 years [66.A.25 and 66.A.30(f)]

Max. 3 years [Appendix III points 1 and 6]


AVIATION LEGISLATION
PART-M
CAMO
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AVIATION LEGISLATION
Structure of Part-M
M . X . XXX
Part M
Section A or B
Item Number
Example: M.A.301 M.B.301 M.1
AMC M . X . XXX
Example: AMC M.A.301
GM M . X . XXX
Example: GM M.A.301
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CONTENTS OF PART-M

- Foreword
- General
- M.1-M.6 Objective and scope-Authority
- Section A Technical Requirements, Subpart A-I
- Section B Procedures for authorities
- Appendices: I-VIII
- Appendices to AMCs: I-XIII

AVIATION LEGISLATION

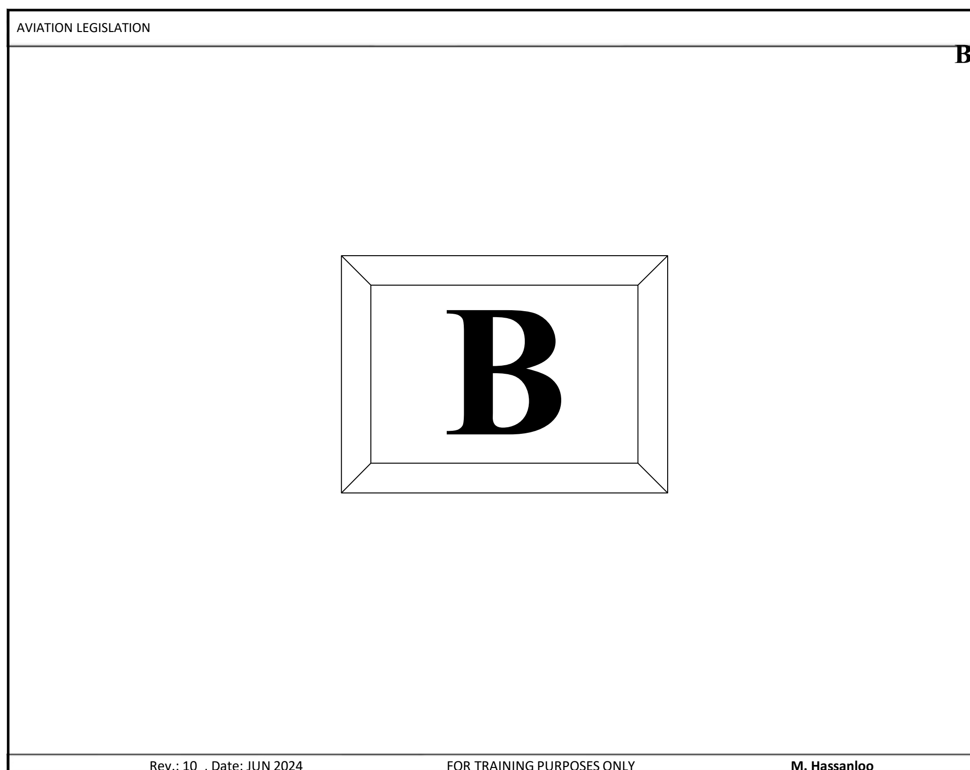
CONTENTS OF PART-M

Maintenance

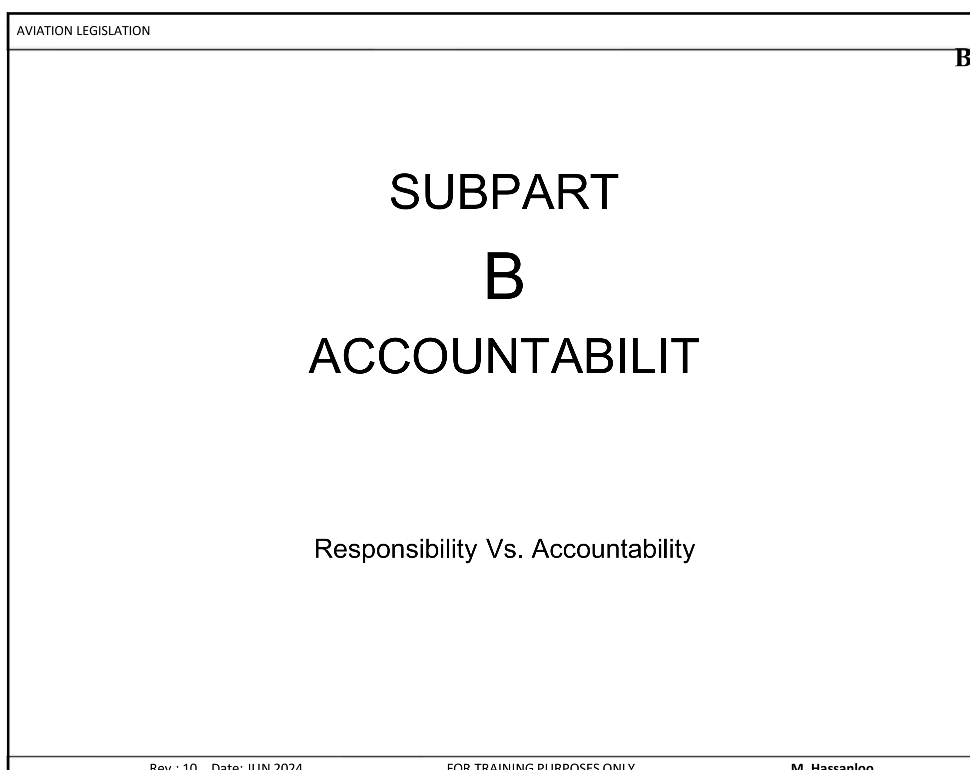
Subpart B	Accountability (Maintenance)
Subpart D	Maintenance Standards
Subpart E	Components
Subpart H	Certificate of Release to Service — CRS
Subpart F	Maintenance Organisation: 601-609

Continuing Airworthiness

Subpart B	Accountability (CA)
Subpart C	Continuing Airworthiness
Subpart G	Continuing Airworthiness Management Organisation (CAMO)
Subpart I	Airworthiness Review Certificate


AVIATION LEGISLATION
B
B
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AVIATION LEGISLATION
B
SUBPART
B
ACCOUNTABILIT
Responsibility Vs. Accountability
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M.A.201 Responsibilities

B

Responsibility:

- Owner
- Operator
- Person or organisation performing maintenance
- CAMO (Continuing airworthiness management organisation)
- PIC (Pilot-in-command)



When reference is made in this Part to the 'owner', the term owner covers the owner or the lessee, as applicable.



M.A.201 (a) Responsibilities

B

The owner is responsible for the CA of an aircraft and shall ensure that no flight takes place unless:



4

1. The aircraft is maintained in an airworthy condition
2. Any Operational and Emergency equipment fitted is correctly installed and serviceable or clearly identified as unserviceable
3. C. of A remains valid
4. Maintenance iaw AMP

M.A.201 (a) Responsibilities

B

- The aircraft is maintained in an airworthy condition

≠

C. of A remains valid

?

M.A.201 (b) Responsibilities

B

➢ When the aircraft is leased, the responsibilities of the owner are transferred to the lessee if:

- 1. the lessee is stipulated on the Registration document, or;
- 2. detailed in the Leasing contract.

Accountability
Responsibilities

Responsibilities

owner

Owner

Responsibilities

Lessee

4

Lessee

M.A.201 (g) Responsibilities

B

Maintenance



Maintenance of:

- large aircraft,
- aircraft used for CAT and
- components thereof
- Shall be carried out by a Part-145 AMO.

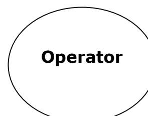


M.A.201 (h) Responsibilities

B

CAT

- "In the case of CAT the operator is responsible for the CA of the aircraft it operates",





M.A.201 (h) Responsibilities

B

CAT

- "In the case of CAT the operator
- 1. Be approved, as part of the AOC (air operator certificate)

06. Outras *Other*	■	☐	Helicopter Offshore operations	(E12)- Applicable to all except AS350B2/B3 and EC 120B
	■	☐	Emergency Medical Service (EMS)	Applicable to: **CS-HGJ CS-HHF, CS-HHI, CS-HII, CS-HFV, CS-HGI, CS-HGV, CS-HGW, CS-HRR**
07. Continuidade da Aeronavegabilidade *Continuing Airworthiness*	☒	☒	PT.MG.008	

Assinatura (*Signature*): Victor Rosa — Cargo (*Title*): Vogal do Conselho Directivo *Member of the Board*

COA N.º (*AOC No.*): PT –01/85/105 — Data (*Date*): 18/06/2014 — Página 3 de 3 (*Page 3 of 3*)

INSTITUTO NACIONAL DE AVIAÇÃO CIVIL • PORTUGAL • INAC

M.A.201 (h) Responsibilities

B

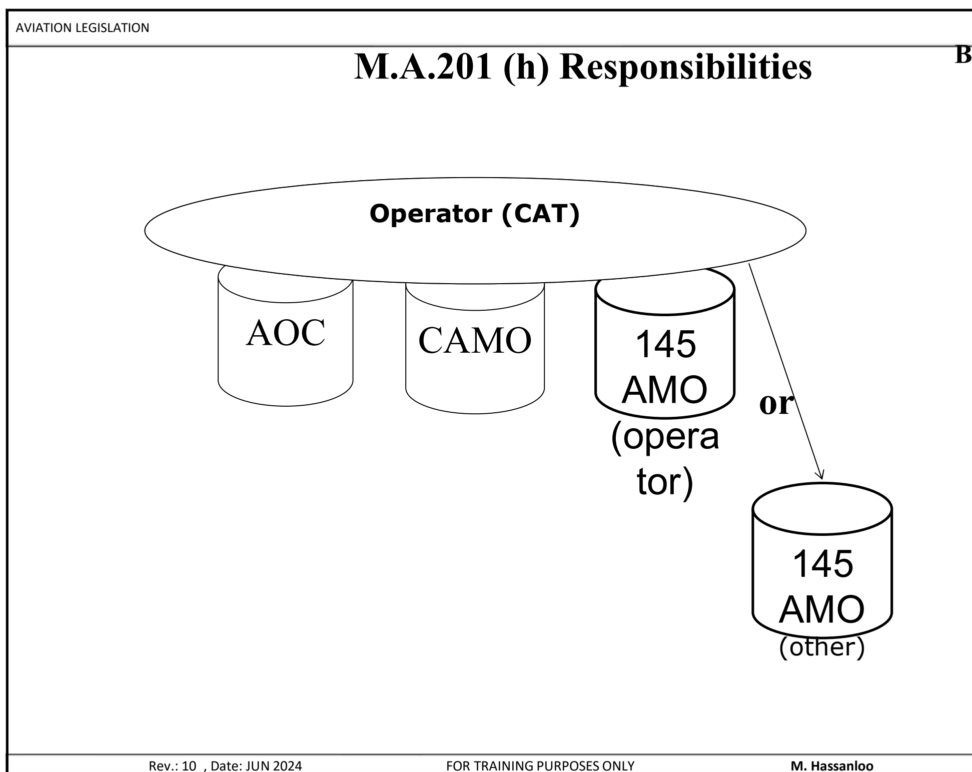
CAT

- 2. Be approved iaw Part-145 or contract such an organisation; and

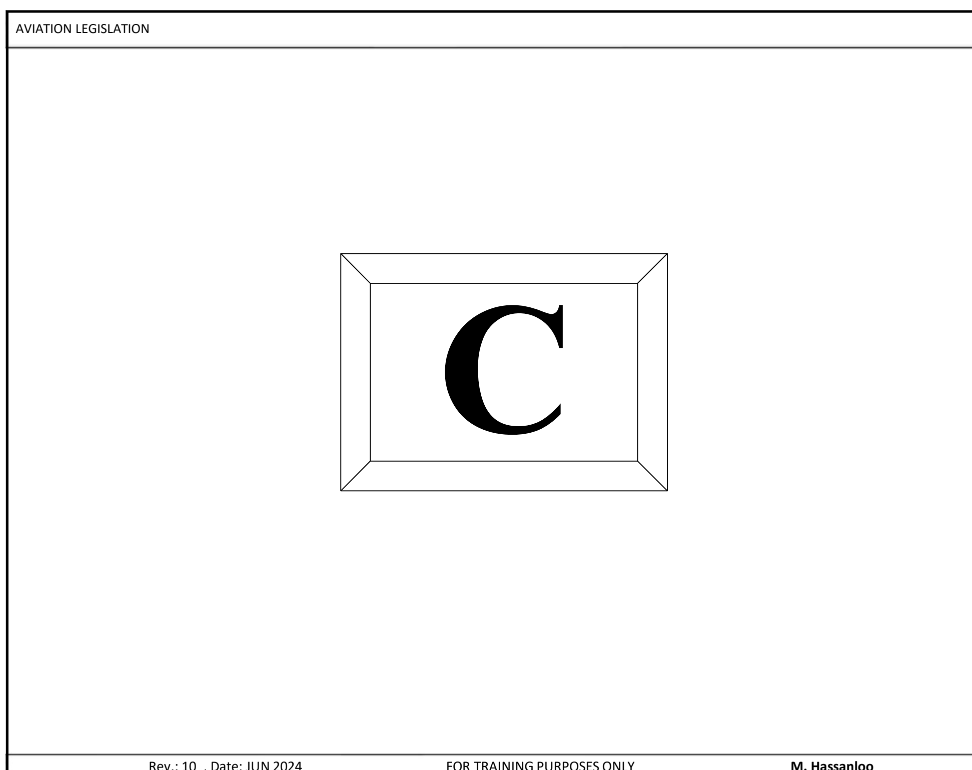
Part-145

- 3. Ensure

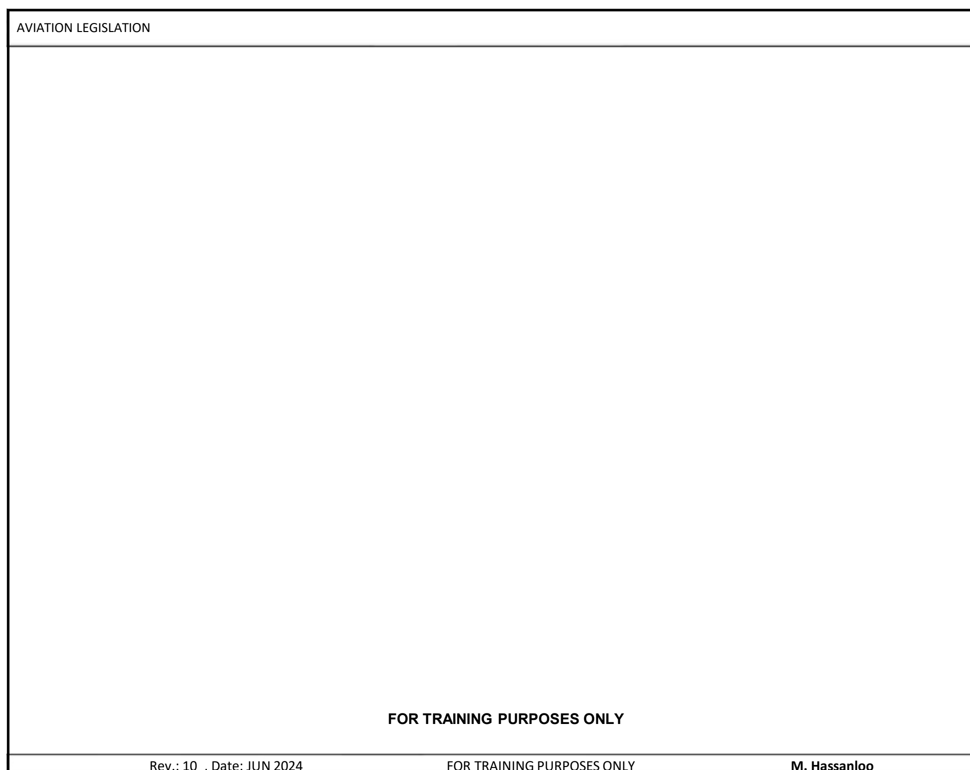
1. The aircraft is maintained in an airworthy condition
2. Any Operational and Emergency equipment fitted …
3. C. of A remains valid
4. Maintenance iaw AMP


AVIATION LEGISLATION
M.A.201 (h) Responsibilities
B
Operator (CAT)
AOC
CAMO
145
AMO
(opera
tor)
or
145
AMO
(other)
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AVIATION LEGISLATION
C
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M.A.301Continuing airworthiness tasks

C

- The aircraft CA and the serviceability of both operational and emergency equipment shall be ensured by:
- ❶, ❷, ❸, ❹, ❺, ❻, ❼, ❽
- ❶ Pre-flight inspection

1. Airworthy condition
2. Operational and emergency equipment
3. C. of A remains valid
4. Maintenance iaw AMP

M.A.301Continuing airworthiness tasks

C

- ❷ The rectification iaw data (specified in point M.A.304 and/or point M.A.401), as applicable, of any defect and damage affecting safe operation, taking into account, for all large aircraft or CAT, the MEL/CDL

M.A.301Continuing airworthiness tasks

C

- ❸ The accomplishment of all maintenance, iaw the approved MP

Whenever a maintenance check cannot be performed within the required time limit, its **postponement** is allowed iaw a procedure agreed by the appropriate Authority.

C

M.A.301Continuing airworthiness tasks

- ❹ For all large aircraft / CAT the analysis of the effectiveness of approved MP

C

M.A.301Continuing airworthiness tasks

❺ The accomplishment of any applicable:

(i) AD,
(ii) Operational Directive (OD) with a CA impact, → RVSM / RNAV / MNPS / ETOPS / ....
(iii) CA requirement established by the CAO.IRI,
(iv) Measures mandated by the CAOIRI in immediate reaction to a safety problem;

C

M.A.301Continuing airworthiness tasks

❻ The accomplishment of **modifications** and **repairs** iaw M.A.304;

M.A.304 Data for modifications and repairs

❼ Establishment of an embodiment policy for non-mandatory modifications and/or inspections, (for all large aircraft /CAT);

Service bulletins, Service lettres, …

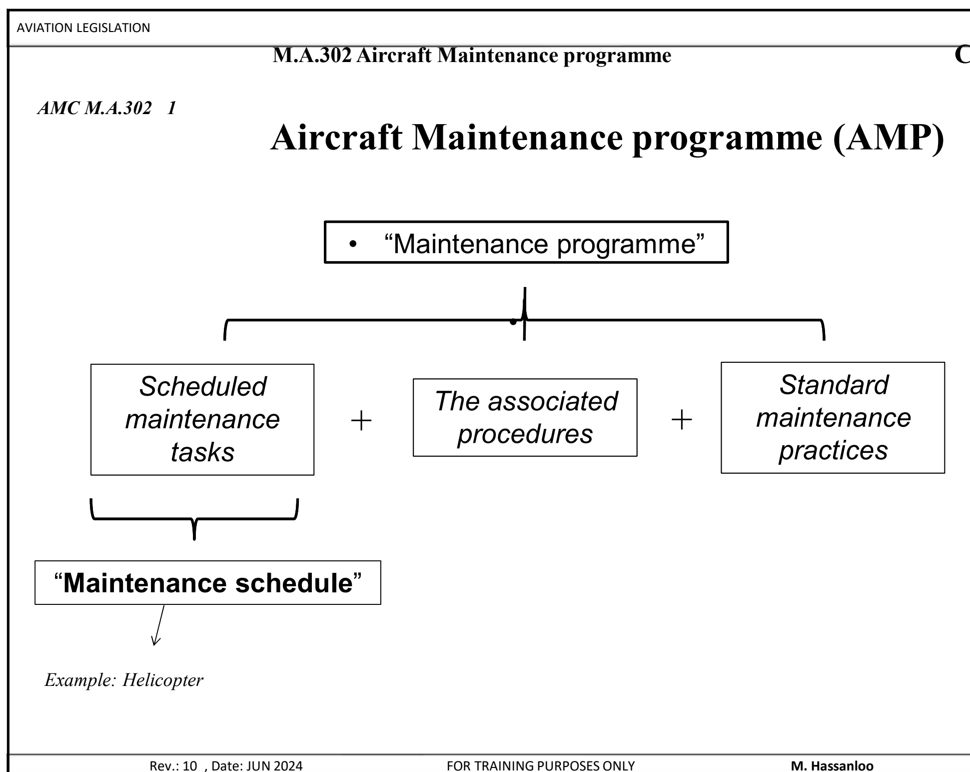
❽ Maintenance **check flights** when necessary.

C

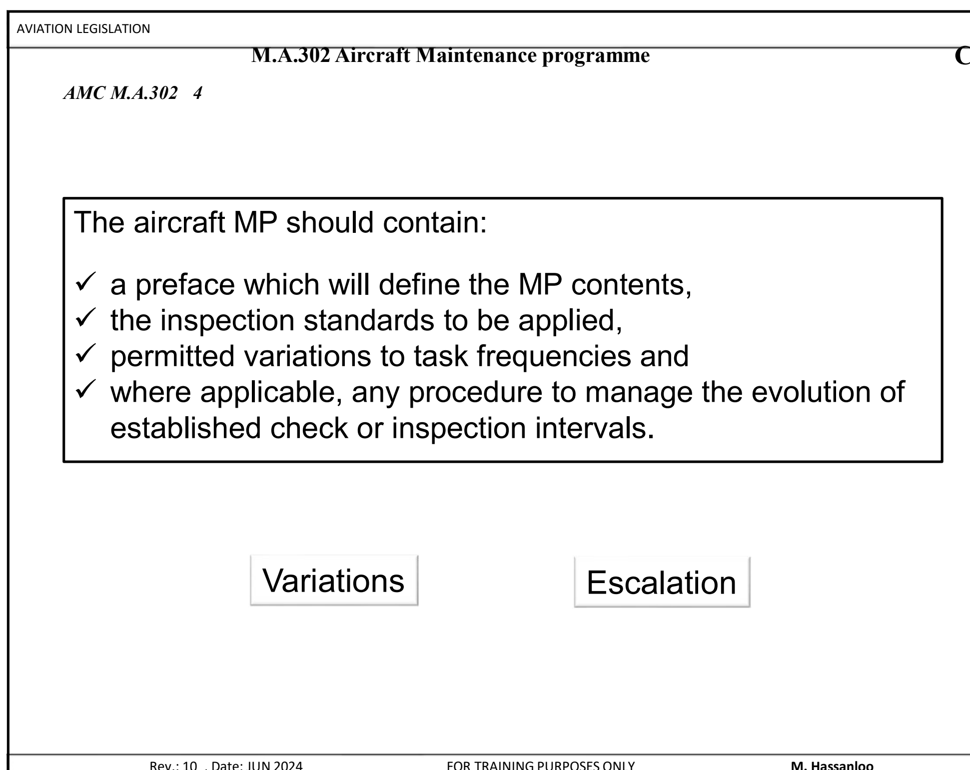
M.A.302 Aircraft Maintenance programme

M.A.302
Aircraft Maintenance Programme

MP


AVIATION LEGISLATION
M.A.302 Aircraft Maintenance programme
C
AMC M.A.302 1
Aircraft Maintenance programme (AMP)
• "Maintenance programme"
Scheduled maintenance tasks
+
The associated procedures
+
Standard maintenance practices
"Maintenance schedule"
Example: Helicopter
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AVIATION LEGISLATION
M.A.302 Aircraft Maintenance programme
C
AMC M.A.302 4
The aircraft MP should contain:
✓ a preface which will define the MP contents,
✓ the inspection standards to be applied,
✓ permitted variations to task frequencies and
✓ where applicable, any procedure to manage the evolution of established check or inspection intervals.
Variations
Escalation
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M.A.302 Aircraft Maintenance programme C

AMC M.A.302 5

Repetitive maintenance tasks derived from modifications and repairs should be incorporated into the AMP.

M.A.302 (b) Aircraft Maintenance programme C

- The MP and any subsequent amendments shall be approved by the CAO.IRI.

MP → CAO.IRI

M.A.302 (b) Aircraft Maintenance programme

C

REPUBLIC OF TURKEY
MINISTRY OF TRANSPORT MARITIME AFFAIRS AND COMMUNICATIONS
DIRECTORATE GENERAL OF CIVIL AVIATION

ORGANISATION

ONUR AIR TAŞIMACILIK A.Ş.

TITLE

AIRBUS A300-600
MAINTENANCE PROGRAM

ISSUE DATE	REVISION NO
26/07/2012	14

EFFECTED

AIRCRAFT TYPE : AIRBUS A300B4-605R,

REG. MARKS (MSN) : TC-OAA (744), TC-OAB (749), TC-OAG (747), TC-OAH (584), TC-OAO (764), TC-OAZ (603),

ENGINE TYPE : GE CF6-80C2/A5

This Maintenance Program has been evaluated and inspected in accordance SHY-M, and approved by the Airworthiness Department of the Turkish DGCA

Inspected By:

Mustafa ERDOĞAN
Engineer

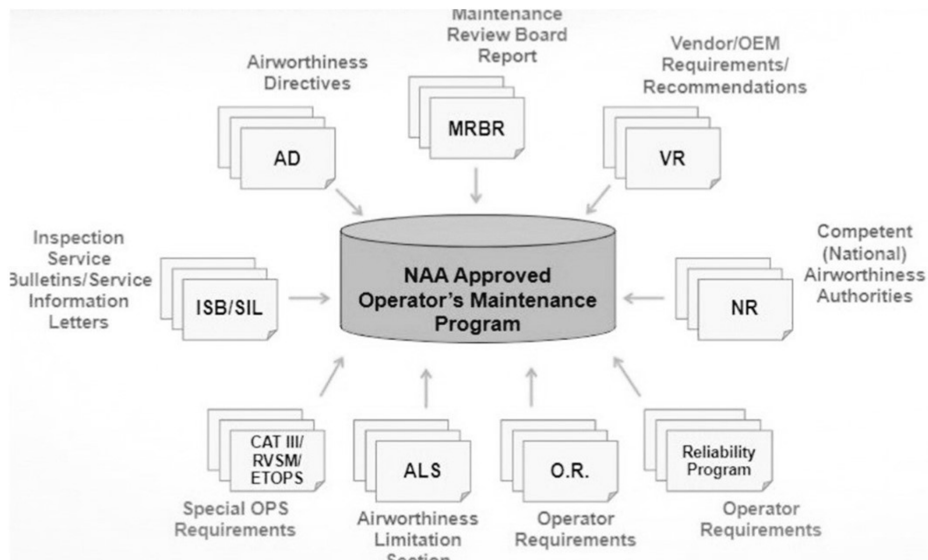
Approved By:

M. Şeyda AKDAĞ
Acting Maintenance Manager

Approval Date
August 02, 2012

M.A.303 Airworthiness directives

C



M.A.302 (f) Aircraft Maintenance programme

C

"Reliability Programme"

- (f) For large aircraft, when the MP is based on
- MSG (Maintenance Steering Group) logic or
- Condition monitoring,
- the aircraft MP shall include a: "Reliability Programme"

M.A.302 (d)Aircraft Maintenance programme

C

- *AMC.M.A.302 (d):*
- *An owner or operator's MP should normally be based upon:*
- ✓ *Maintenance review board (MRB) report where applicable,*
- ✓ *Maintenance Planning Document (MPD),*
- ✓ *Maintenance Manual (MM relevant chapters=ATA Chapter 5) or*
- ✓ *Other maintenance data containing information on*
- *scheduling.*

M.A.302 (f) Aircraft Maintenance Programme

"Reliability Programme"

C

Reliability Result →

- MP tasks are effective
- Escalation / De-escalation task
- Deletion / Addition task

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AVIATION LEGISLATION

M.A.303 Airworthiness directives

C

M.A.303
Airworthiness directives

313

M.A.303 Airworthiness directives

C

AD

Any applicable AD (Airworthiness Directive) must be carried out within the requirements of that AD unless otherwise specified by CAO.IRI.

CAO.IRI
Applicable airworthiness directive means those airworthiness directive that issued by the State of design of the aircraft, its engines or components.

- EASA:
- Any applicable AD (airworthiness directive) must be carried out within the requirements of that AD, unless otherwise specified by the Agency.

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M.A.303 Airworthiness directives

C

21A.3B Airworthiness directives

EASA	AIRWORTHINESS DIRECTIVE
	AD No. : 2006 - 0092 **Date: 03 May 2006**
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
Type Approval Holder's Name : Hartzell Propeller Inc.	**Type/Model designation(s) :** Hartzell Propeller ( )HC-( )**2Y**( )-( )
TCDS Number : FAA TCDS P-920 [for ( )HC-C2Y( )-( ) models]; P9EA [for ( )HC-E2Y( )-( ) models]; P27EA [for ( )HC-F2Y( )-( ) models]; P42GL [for ( )HC-I2Y( )-( ) models]; P37EA [for ( )HC-J2Y( )-( ) models]; P39EA [for ( )HC-L2Y( )-( ) models]; P43GL [for ( )HC-M2Y( )-( ) models];	
Foreign AD : N/A	
Supersedure : N/A	
ATA 61	**Propellers - Propeller Hub Inspection**
Manufacturer(s):	Hartzell Propeller Inc.
Applicability:	1. Applicable, **but not limited**, to the aircraft listed in Appendix 1 of this AD. 2. Hartzell two blade, aluminum hub, "compact" ( )HC-( )**2Y**( )-( ) series propellers manufactured before December 1991 that do not have an "A" or "B" suffix letter at the end of the hub and propeller serial numbers and are installed on Lycoming ( )-360 series engines. 3. Propellers installed on aircraft listed in Table 1 of the Hartzell SB-HC-SB-61-269 are not affected by this Service Bulletin but are affected by Hartzell Service Bulletin HC-SB-61-227.

Acceptable level of safety

?

AD

M.A.305 (b) Aircraft CA record system

C

CA Records

- *(b)* The aircraft CA records shall consist of:
- 1. an Aircraft logbook,
- Engine logbook(s) or
- Engine module log cards,
- Propeller logbook(s) and
- Log cards for any service life limited component as appropriate, and,
- 2. when COM (CAT or COM other than CAT), the operator's technical log.

M.A.305 (c) Aircraft CA record system

C

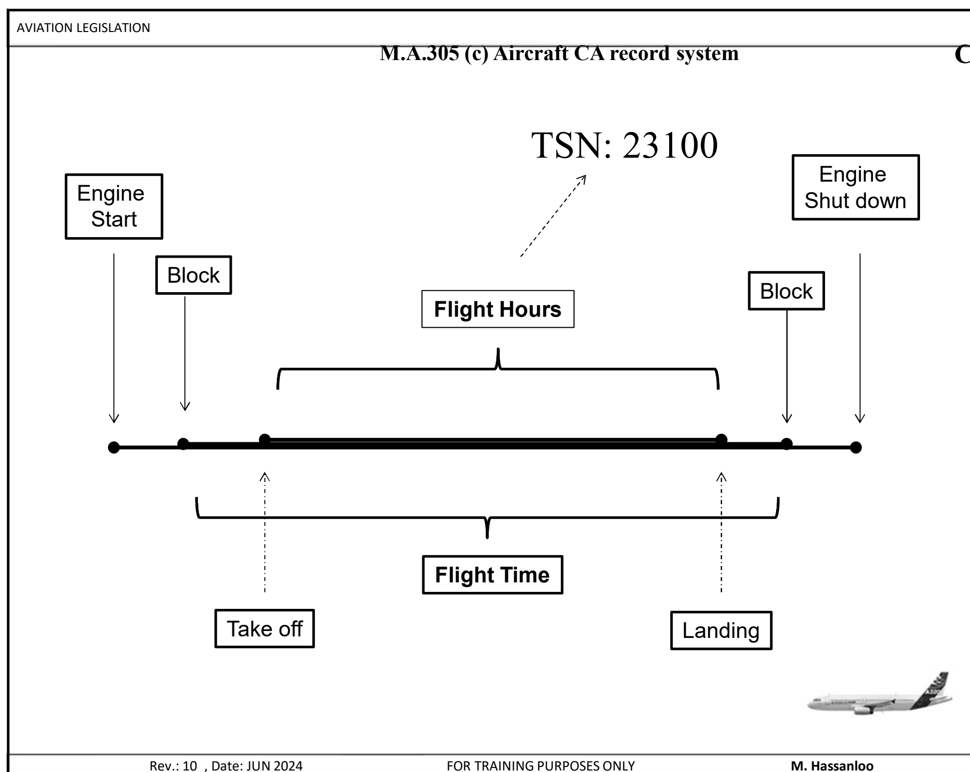
- Aircraft type
- Registration mark
- Total flight times
- Total Flight cycles
- Total Landings
- Calendar time

Example:

- Boeing B737-400
- EP-ABT
- Total flight times: 27100
- Total Flight cycles: 11020
- TSN: 23100
- TCN: 11020

M.A.305 (c) Aircraft CA record system

C



M.A.305 (d) Aircraft CA record system

C

(d) The aircraft CA records shall contain the current:

1. Status of AD and measures mandated by the CAOIRI in immediate reaction to a safety problem;
2. Status of modifications and repairs;
3. Status of compliance with MP;
4. Status of Service Life Limited components;
5. Mass and Balance report;
6. List of Deferred Maintenance.

M.A.306 Operator's technical log system

C

M.A.306
Operator's technical log system

M.A.306 Operator's technical log system

C

Lufthansa Technical Log Book AC-Reg

CRS Check

acc. to/ for

CRS-Box

* Maintenance Check/ Release for DE.145.0001/ others:
Station | Date | UTC | ID-No. | Sign.

PRE-FLT-Check: Date MECH ID-No. Sign.
ACC. CPT Sign.
CPT ID-No.
A/C-Reg ETOPS Flt
Flight-No. Day
Leg
Compl.-No. NIL
CPT Sign.

Flt.-Leg-Box

REP Complaint No. T Reference No.
CLASS. H, I, M MEL/ CDL-REF on NMS →

Report-Box

MaRep MS/ EO Reference Sub-sumpt. Issued by Maint. ID+Sign.
Date of issue UTC

Maint.-Issue-Box

ACT ATA MEL A, B, C, D, N

Action-Box

Appl. Maintenance Data incl. Rev. No. or date
Continue to T
Status/Class Att. to Station
Perf. by Insp. by
Sign. Sign.
Warranty Hull Insurance Dmg. MH Perf. Date UTC

Sign.-Box

REP Complaint No. T Reference No.
CLASS. H, I, M MEL/ CDL- REF on NMS →

MaRep MS/ EO Reference Sub-sumpt. Issued by Maint. ID+Sign.
Date of issue UTC

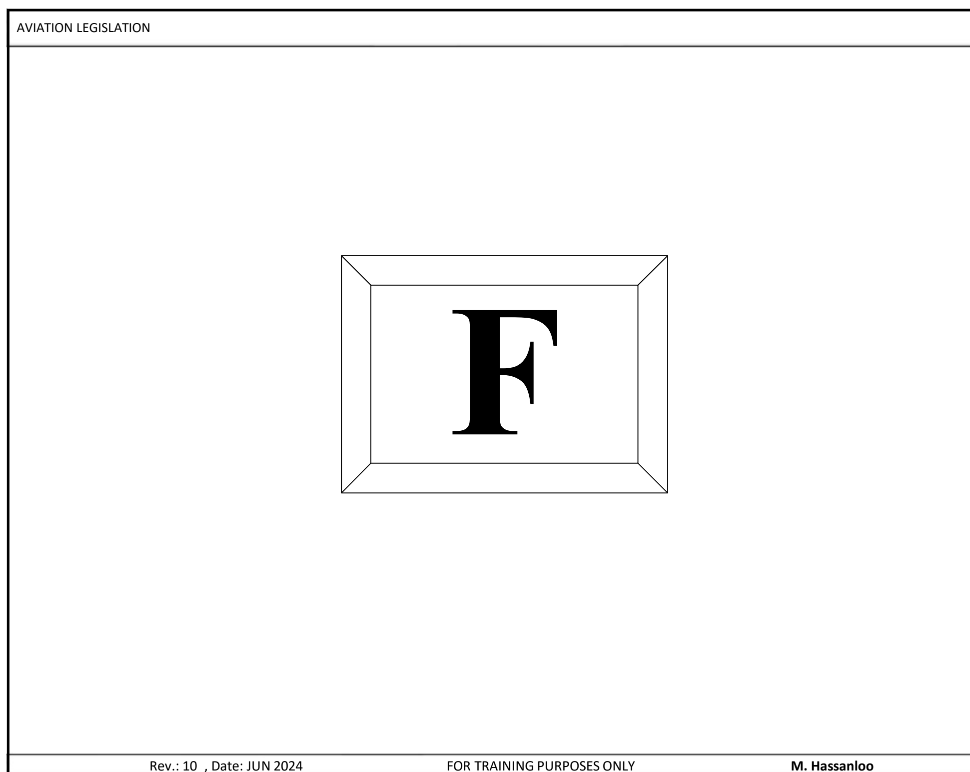
ACT ATA MEL A, B, C, D, N

Appl. Maintenance Data incl. Rev. No. or date
Continue to T
Status/Class Att. to Station
Perf. by Insp. by
Sign. Sign.
Warranty Hull Insurance Dmg. MH Perf. Date UTC

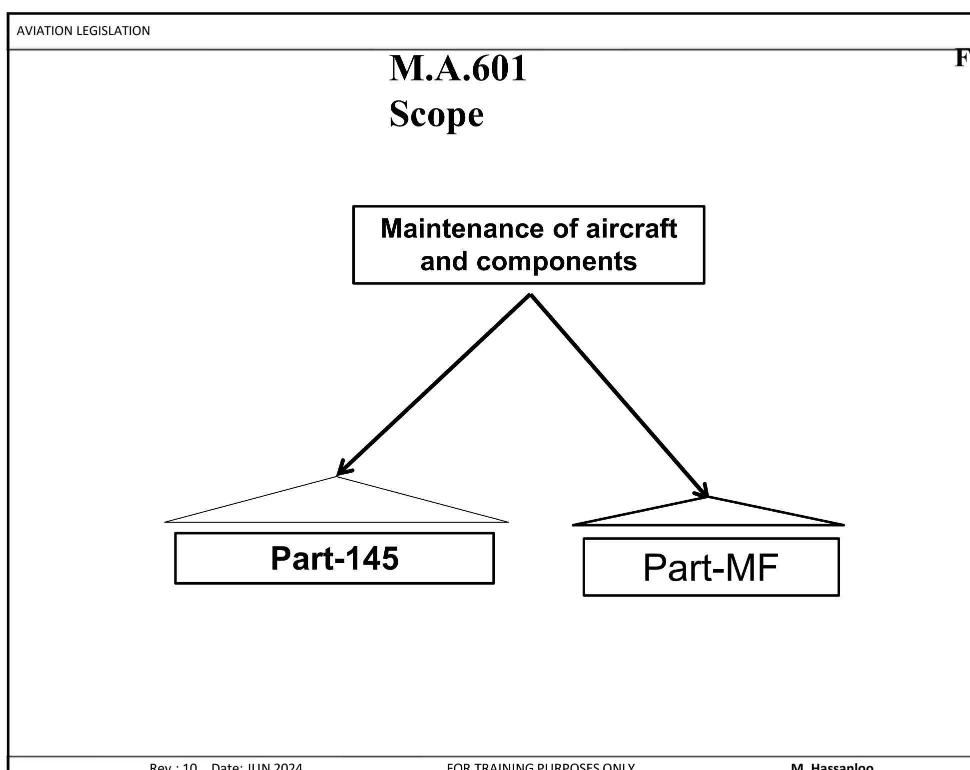
Oil quant. → missing ENG1 2 3 4 APU
Oil quantity refilled (QTS = LTRS) A/C-REG Date UTC ENG1 2 3 4 APU APU-Hrs Station ID-No./ Sign.

Oil- Box

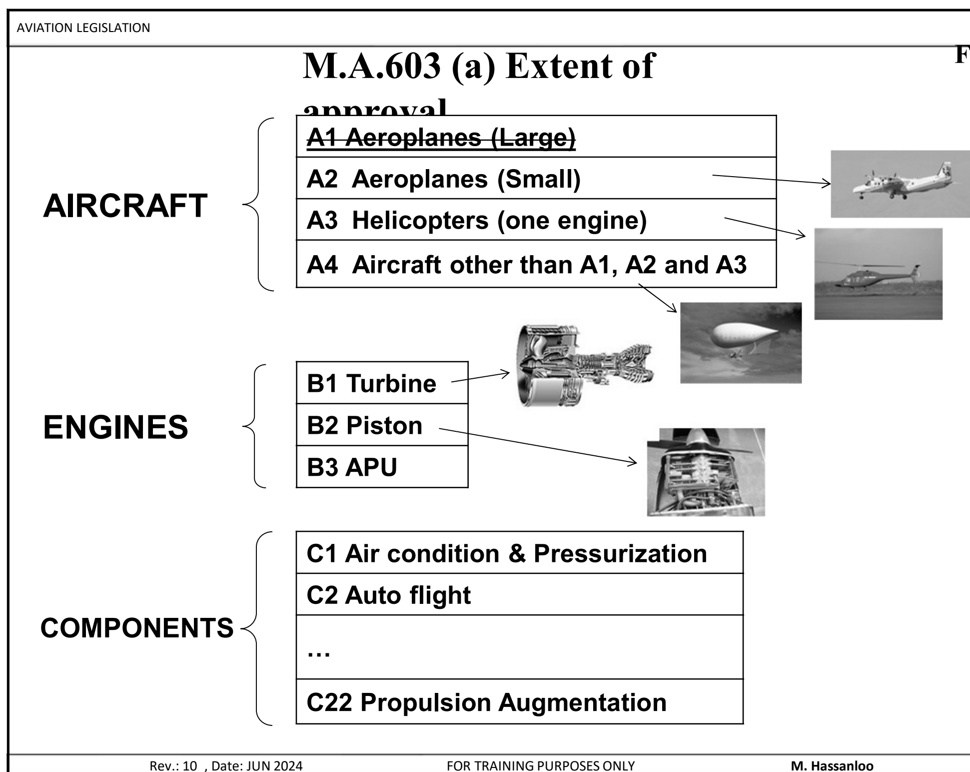
30680 O-08 (FRA WF/Q) Printed in the Federal Republic of Germany


AVIATION LEGISLATION
F
Rev.: 10 , Date: JUN 2024
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AVIATION LEGISLATION
M.A.601
Scope
F
Maintenance of aircraft and components
Part-145
Part-MF
Rev.: 10 , Date: JUN 2024
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M.A.603 (a) Extent of approval

F

(Appendix IV of Part M- Point (table):13)

REMARK	RATING	LIMITATION	BASE	LINE
AIRCRAFT	~~A1 Aeroplanes (Large)~~	~~Above 5,700 Kg~~ ~~Airbus A320 Series~~	~~YES/ NO~~	~~YES/ NO~~
	A2 Aeroplanes (Small)	5,700 Kg and below DHC-6 Twin Otter Series	YES/ NO	YES/ NO
	A3 Helicopters	Robinson R44	YES/ NO	YES/ NO
	A4 Aircraft other than A1, A2 and A3		YES/ NO	YES/ NO
ENGINES	B1 Turbine PT6A Series			
	B2 Piston			
	B3 APU GTCP85			
OTHER THAN COMPLETE ENGINES OR APUs	C1 to C22 PT6A Fuel Control			
CLASS SPECIALISED	D1 NDT Shall state particular NDT method(s): Magnetic Testing, Eddy Current Testing			

M.A.603 (b) Extent of approval

- The MOM (maintenance organisation's manual) referred to in point M.A.604 shall specify the scope of work deemed to constitute approval.



- Appendix IV to Part-M defines all classes and ratings possible under Subpart F.

M.A.604 Maintenance organisation manual **MOM**

- The maintenance organisation shall provide a manual containing at least the following information:
- 1. a statement signed by the accountable manager;
- 2. the organisation's scope of work,
- 3. the title(s) and name(s) of person(s),
- 4. an organisation chart showing associated chains of responsibility between the person(s) referred to in M.A.606(b), and;



F

M.A.604 Maintenance organisation manual **MOM**

- 5. a list of certifying staff with their scope of approval, and;
- 6. a list of locations where maintenance is carried out, together with a general descriptions of the facilities;
- 7. procedures specifying how the maintenance organisation ensures compliance with this Part, and;
- 8. the maintenance organisation manual amendment procedure(s).

F

M.A.604 Maintenance organisation manual

Small organisation (with less than 10 maintenance staff) ⇨ MOM = Appendix IV (to this AMC)

Larger organisations (with more than 10 maintenance staff) ⇨ MOM = MOE (as specified in Part-145)

F

M.A.605 (a)
Facilities

- The organisation shall ensure that:
- Facilities are provided for all planned work, specialised workshops and bays are segregated as appropriate, to ensure protection from contamination and the environment.



AVIATION LEGISLATION

F

M.A.605 (b)
Facilities

- Office accommodation is provided for the management of all planned work including in particular, the completion of maintenance records.

- *It is acceptable to combine any or all of the office accommodation requirements into one office subject to the staff having sufficient room to carry out assigned tasks.*





F

M.A.605 (c)
Facilities

- Secure storage facilities are provided for
- components,
- equipment,
- tools and
- Material [consumable & Raw Material].

F

M.A.605 (c)
Facilities

- Storage conditions shall ensure segregation of unserviceable components and material from all other components, material, equipment and tools.



Serviceable
- aircraft components,
- material,
- equipment and
- tools



Unserviceable
- aircraft components,
- material,
- equipment and
- tools

F

M.A.605 (c) Facilities

- Storage conditions shall be iaw the manufacturers' instructions
- and access shall be restricted to authorised personnel.



F

M.A.606 Personnel requirements

Accountable Manager

Nominated Person(s)

Appropriate staff
(for the normal expected

Specialised tasks Personnel
(welding, NDT)

Certifying staff

M.A.616 Organisational review

F

Organisational reviews

To ensure that the approved maintenance organisation continues to meet the requirements of this Subpart, it shall organise, on a regular basis, **organisational reviews**.

Not be more than three months

G

SUBPART G CAMO

- M.A.701 Scope
- M.A.702 Application
- M.A.703 Extent of approval
- M.A.704 Continuing airworthiness management exposition (CAME)
- M.A.705 Facilities
- M.A.706 Personnel requirements
- M.A.707 Airworthiness review staff
- M.A.708 Continuing airworthiness management
- M.A.709 Documentation
- M.A.710 Airworthiness review
- M.A.711 Privileges of the organisation
- M.A.712 Quality system
- M.A.713 Changes to the approved continuing airworthiness organisation
- M.A.714 Record-keeping
- M.A.715 Continued validity of approval
- M.A.716 Findings

M.A.702

G

Form 2

In the name of God

Islamic Republic of Iran Civil Aviation Organisation

Application for
Continuing Airworthiness Management Organisation Approval Certificate (CAMOAC)

☒ **Application for Initial grant** ☐ **Application for Renewal** ☐ **Application for Change**

General

1. Registered name and address of the organisation	Meraj Airlines
2.Trade name (if different)	-------
3. Locations for which the approval is applied for	Meraj Building, Jenah street, Azadi sq Tehran-Iran
4. Contact person name	Mohamma Javad Taghvaey
5. Tel. 9821 66035963	6. Fax. 9821 66045682 7. Email.Taghvaey@merajairlines.ir

Approval(s)

8. Is this company EASA Part-M approved? ☐ Yes (Attach Copy) ☒ No
9. Approval held by National Authority / other Authorities (Attach Copy)
10. Current AOC approval No.: Fs-135 11. Expiry Date of Approval: 06 Mar 2014
12. Exposition Rev No.: Rev.00, Issue 1 13. Date of Revision: July 2013

Scope of approval relevant to this application:

14. CAMO-Type: ☒ **Commercial Air Transport (AOC holder)** ☐ **Non-commercial Air Transport**

Aircraft type	MTOM> 5700 kg? Yes / No	Airworthiness Review privilege? Yes / No	Permit to Fly? Yes / No	Organization(s) working under the Quality system
AIRBUS 300-600	**YES**	**YES**	**NO**	**None**
AIRBUS 320-321	**YES**	**YES**	**NO**	**None**
BOEING 707	**YES**	**YES**	**NO**	**None**

15. I certify that the above statements are true.
Position and Name and Signature of (proposed*) accountable manager
(*Proposed is applicable only in the case of a new Part-M Applicant)
Capt.Toraj Dehghani Zanganeh Zanganeh Date: 22 / 09 /2013

Page 1/1 CAO.IRI Form 2G

M.A.705 Facilities

G

Facility:
- *Office accommodation*
- *Room (document consultation)*
- *Library*

M.A.706 Personnel requirements

G

Accountable manager

Quality Manager

Nominated Post holder

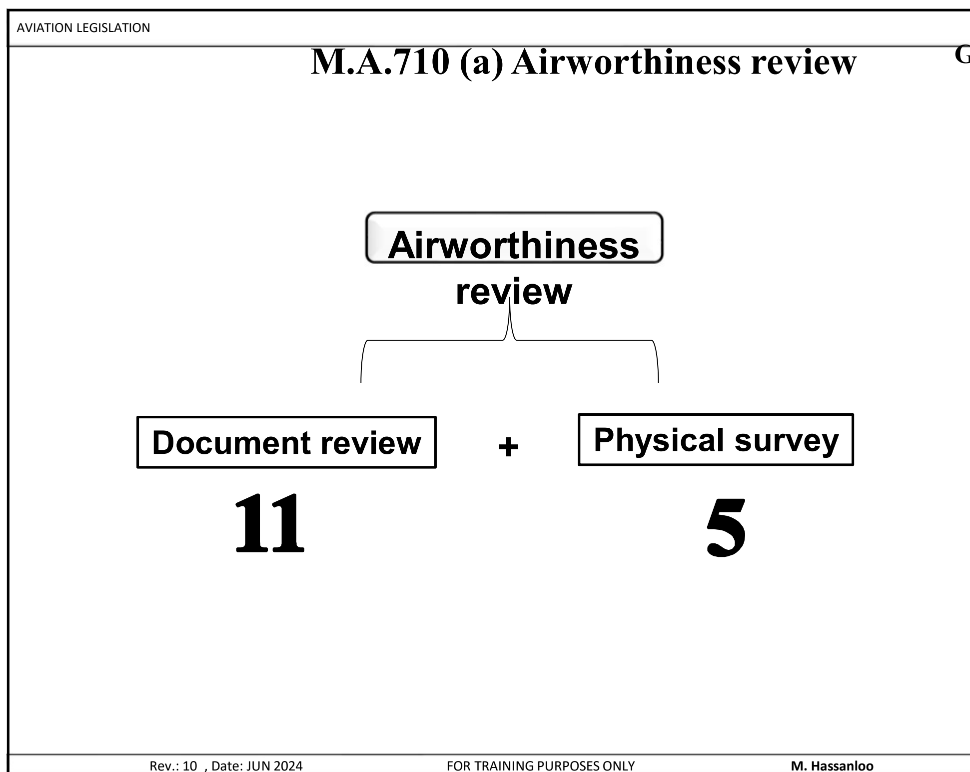
Nominated person

Nominated person

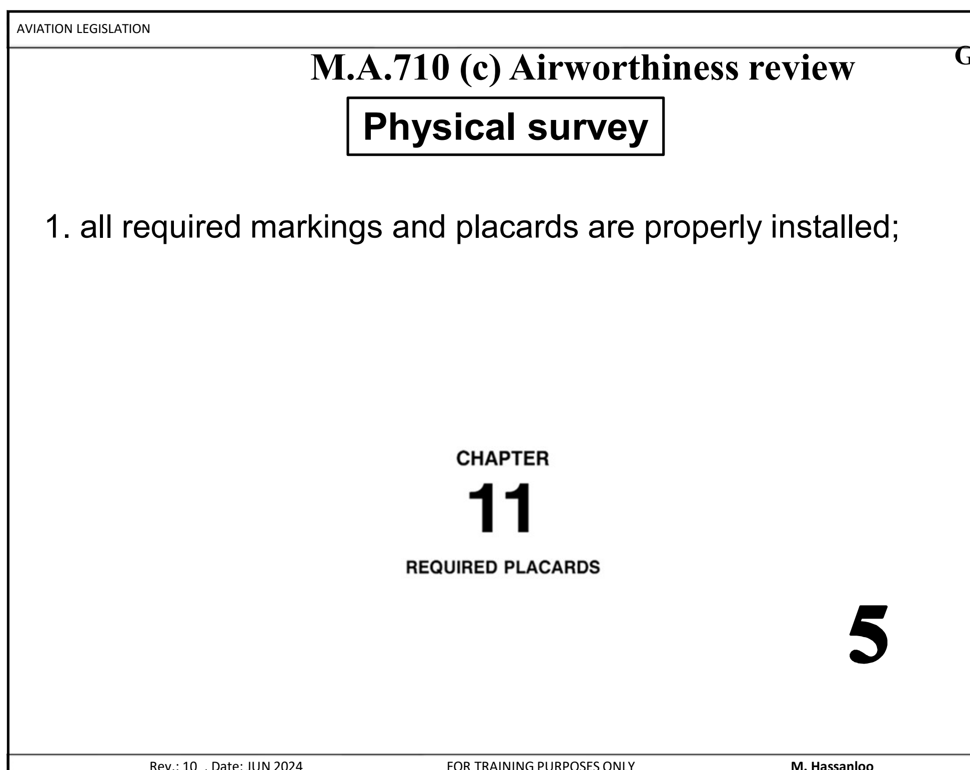
Nominated person

Airworthiness review staff

Other persons


AVIATION LEGISLATION
M.A.710 (a) Airworthiness review
G
Airworthiness review
Document review
+
Physical survey
11
5
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AVIATION LEGISLATION
M.A.710 (c) Airworthiness review
G
Physical survey
1. all required markings and placards are properly installed;
CHAPTER
11
REQUIRED PLACARDS
5
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G

M.A.710 (c) Airworthiness review

Physical survey

Markings and placards





JET FUEL ONLY

FASTEN SEAT BELT

AVIATION LEGISLATION

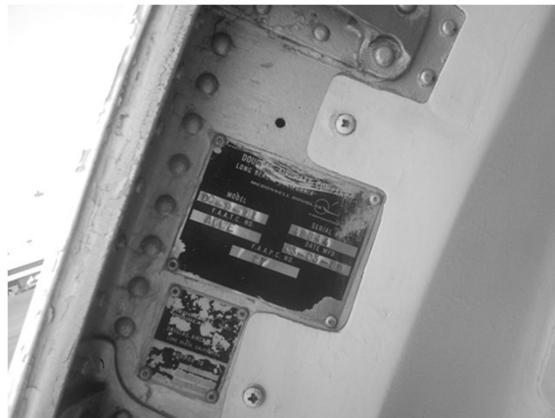
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M.A.710 (c) Airworthiness review

Physical survey

Markings and placards





M.A.710 (c) Airworthiness review

G

Physical survey

Markings and placards

- Registration markings, including State of Registry fireproof nameplate
- Emergency exit marking,
- Cockpit placards and instrument markings
- Fuelling markings (fuel vent, fuel dip stick markings),
- Emergency exit marking
- Inflate tires with nitrogen
- O² system information data
- …

AVIATION LEGISLATION

M.A.710 (c) Airworthiness review

G

Physical survey

Markings and Placards

Markings and placards are defined in the individual aircraft type design.

Some information may also be found in:

The TCDS (Type Certificate Data Sheet),
the STC (Supplemental Type Certificates),
the Flight Manual,
the Aircraft Maintenance Manual,
the Illustrated Parts Catalogue,
etc.

5

G

M.A.710 (c) Airworthiness review

Physical survey

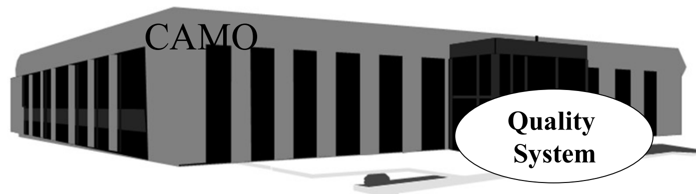
2. the aircraft complies with its approved Flight Manual;
3. the aircraft configuration complies with the approved documentation;
4. no evident defect can be found that has not been addressed (according to point M.A.403);
5. no inconsistencies can be found with aircraft records.

- May include verifications during flight
- CAMO should develop procedures (for compliance report)

5

G

M.A.712 Quality system



M.A.712 Quality system

G

Quality System

(a) To ensure that the approved CAMO continues to meet the requirements of this Subpart,
it shall:

- establish a **quality system** and
- designate a **quality manager** →
- to monitor compliance with, and
- the adequacy of, procedures required to ensure airworthy aircraft.



- Compliance monitoring shall include a **feedback system** to the accountable manager to ensure corrective action as necessary.

M.A.712 Quality system

G

Quality System

The quality system shall monitor M.A. Subpart G activities.

It shall at least include the following functions:

1. Monitoring that all M.A. Subpart G activities are being performed in accordance with the **approved procedures**, and;
   CAME
2. Monitoring that all contracted maintenance is carried out iaw the contract, and;
3. Monitoring the continued compliance with the requirements of this Part.

M.A.712 Quality system

G

Quality System

Quality System:

- Independent audit
- Objective process
- Routine sample checks
- All aspects of the M.A. Subpart G
- Some product sampling
- Annually check
- Complete single exercise or
- Subdivided over the annual period
- Scheduled plan (Plan to audit)
- Each location every year

M.A.712 Quality system

G

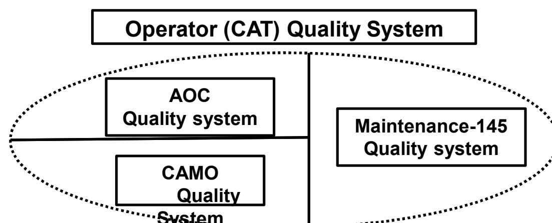
(c) The records of these activities shall be stored for at least **two years**.

(d) Where the approved CAMO is approved iaw another Part, the quality system may be combined with that required by the other Part.

M.A.712 Quality system

G

(e) In case of CAT the M.A. Subpart G quality system shall be an integrated part of the operator’s quality system.



M.A.712 Quality system

G

Organisational reviews

up to 5 full-time staff

(f) In the case of a small organisation “**not** managing the CA of aircraft used in **CAT**,” the quality system may be replaced by regular **Organisational reviews** subject to the approval of the CAO.IRI,

except when the organisation issues ARC for aircraft above 2 730 kg MTOM other than balloons.

In the case where there is no quality system, the organisation shall **not contract CA management tasks** to other parties.

M.A.712 Quality system

G

Independence of the audit

The independence of the audit should be established by always ensuring that audits are carried out by personnel not responsible for the function, procedure or products being checked.

H

SUBPART
H
CERTIFICATE OF RELEASE TO SERVICE
CRS

M.A.801 Aircraft certificate of release to service
M.A.802 Component certificate of release to service
M.A.803 Pilot-owner authorisation

M.A.801 Aircraft certificate of release to service

(a) Except for aircraft released to service by a maintenance organisation approved iaw Part-145, the CRS shall be issued according to this Subpart;

CRS

Part- 145

- Certifying Staff: Part-145

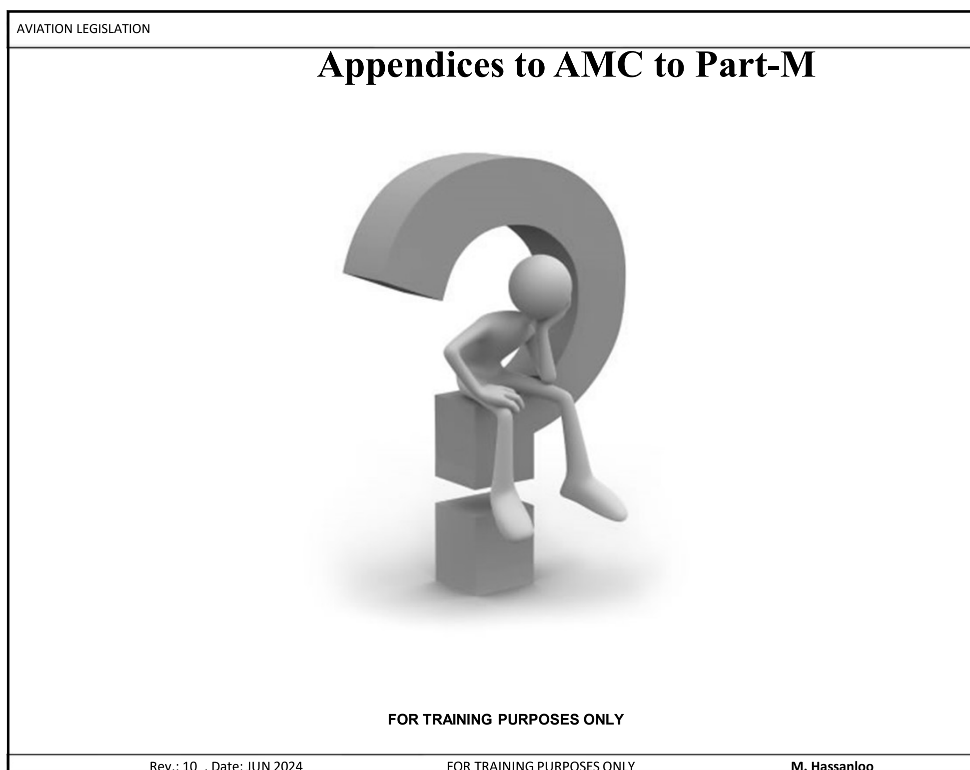
Part-M Subpart-H

- Certifying Staff: Part-MF
- Certifying Staff: Part-66
- Pilot owner: Part-M

Findings

Part	145	MG	MF	M ARC	147
Item	145.A.95	M.A.716	M.A.619	M.A.905	147.A.160
Organis ation	MO	CAMO	mo	ARC	MTO
Level 1	Significant non-compliance with this Part requirements which lowers the safety standard and hazards seriously the flight safety.				One or more of the following: 1. Significant non-compliance with the examination process which would invalidate the examination(s), 2. Failure to give the CAOIRI access to the organisation's facilities during normal operating hours after two written requests 3. Lack of an accountable manager, 4. Significant non-compliance with the training process
Level 2	Non-compliance with the this Part requirements which could lower the safety standard possibly hazard the flight safety.				Non-compliance with the training process other than level 1 finding.

Appendices to AMC to Part-M



FOR TRAINING PURPOSES ONLY

CAOIRI / EASA
Air Operation

Terminology

AOC (Certificate) → AOC

Declaration ← NCC / SPO

Authorisation → High Risk Commercial SPO

Approval (Part of AOC) → SPA

Contents

COVER REGULATION ARTICLES (1-11)

- Part-DEF
- Part-ARO
- Part-ORO
- Part-CAT
- Part-SPA
- Part-NCC
- Part-NCO
- Part-SPO

Record of revision

Essential Requirements-B for ACAS

Essential Requirements-A for Air Operations

CAOIRI AirOPS

Articles

Articles:

1	2	3	4	5
6	7	8	9	9a
9b	10	11		

Articles

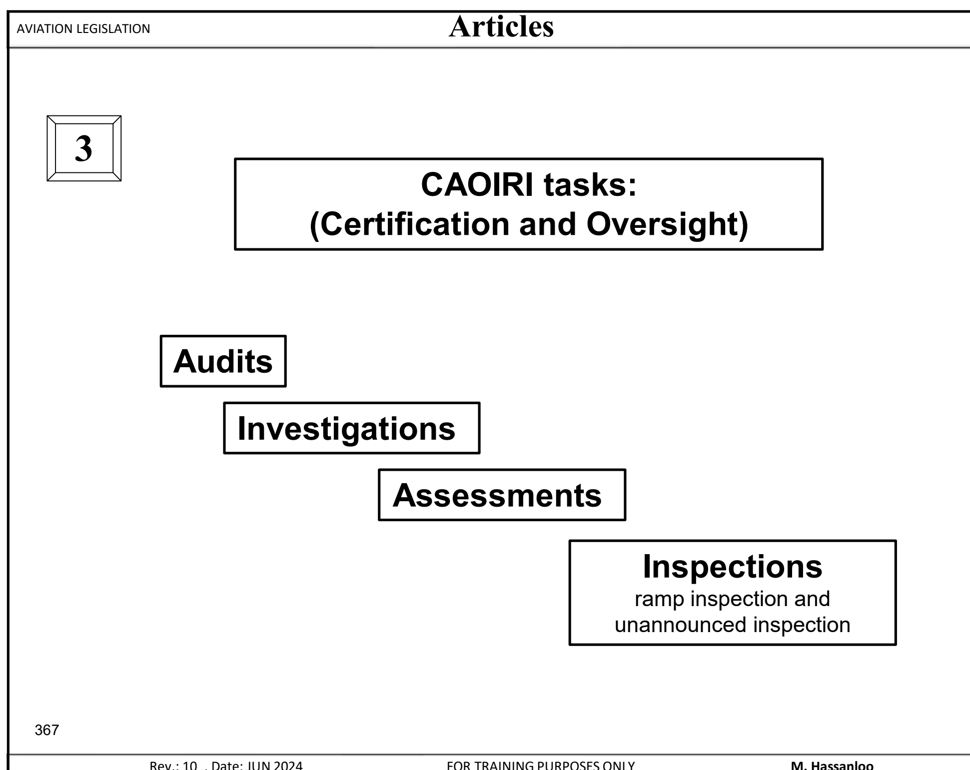
EASA (European Aviation Safety Agency)

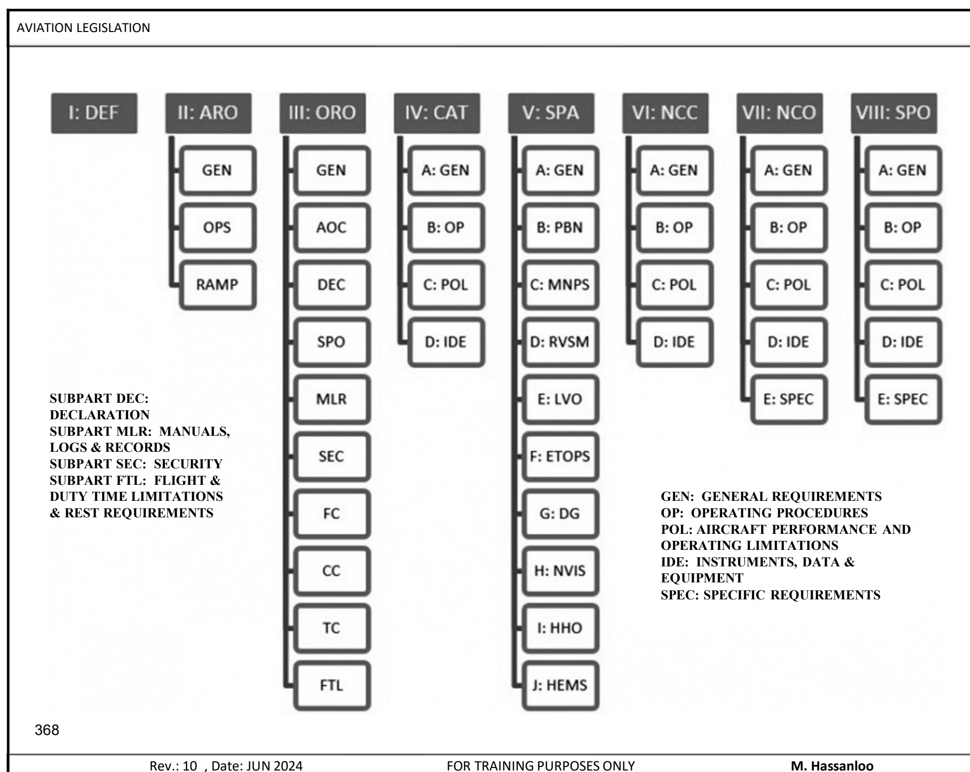
- Article 1 **Subject matter and scope**
- Article 2 **Definitions**
- Article 3 **Oversight capabilities**
- Article 4 **Ramp inspections**
- Article 5 **Air operations**
- Article 6 **Derogations**
- Article 7 **Air operator certificates (AOC)**
- Article 8 **Flight time limitations (FTL)**
- Article 9 **Minimum equipment lists (MEL)**
- Article 9a **Flight and cabin crew training**
- Article 9b **Review**
- Article 10 **Entry into force**

CAO.IRI

- Article 1 **Subject matter and scope**
- Article 2 **Definitions**
- Article 3 **Oversight capabilities**
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- Article 6 **Derogations**
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- Article 9 **Minimum equipment lists (MEL)**
- Article 9a **Flight and cabin crew training**
- Article 9b **Review**
- Article 10 **Entry into force**
- Article 11 **AMC and GM**

Articles





SUBPART DEC: DECLARATION
SUBPART MLR: MANUALS, LOGS & RECORDS
SUBPART SEC: SECURITY
SUBPART FTL: FLIGHT & DUTY TIME LIMITATIONS & REST REQUIREMENTS

GEN: GENERAL REQUIREMENTS
OP: OPERATING PROCEDURES
POL: AIRCRAFT PERFORMANCE AND OPERATING LIMITATIONS
IDE: INSTRUMENTS, DATA & EQUIPMENT
SPEC: SPECIFIC REQUIREMENTS

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			I DEF	II ARO	III ORO	IV CAT	V SPA	VI NCC	VII NCO	VIII SPO
Non-specialised	Commercial	Complex	Y	N	Y	Y	Y	N	N	N
		Other-than complex	Y	N	Y	Y	Y	N	N	N
	Non-commercial	Complex	Y	N	Y	N	Y	Y	N	N
		Other-than complex	Y	N	N	N	Y	N	Y	N
Specialised	Commercial	Complex	Y	N	Y	N	Y	N	N	Y
		Other-than complex	Y	N	Y	N	Y	N	N	Y
	Non-commercial	Complex	Y	N	Y	N	Y	N	N	Y
		Other-than complex	Y	N	N	N	Y	N	Y	N

Air OPS Structure

CAT	NCC	NCO	SPO
GEN	GEN	GEN	GEN
OP	OP	OP	OP
POL	POL	POL	POL
IDE	IDE	IDE	IDE
-	-	SPEC	SPEC

Part-DEF

Part-DEF

Definitions
for terms used

(5) For the purpose of passenger classification:

a) ‘**Adult**’ means a person of an age of 12 years and above;

b) ‘**Child/children**’ means persons who are of an age of two years and above but who are less than 12 years of age;

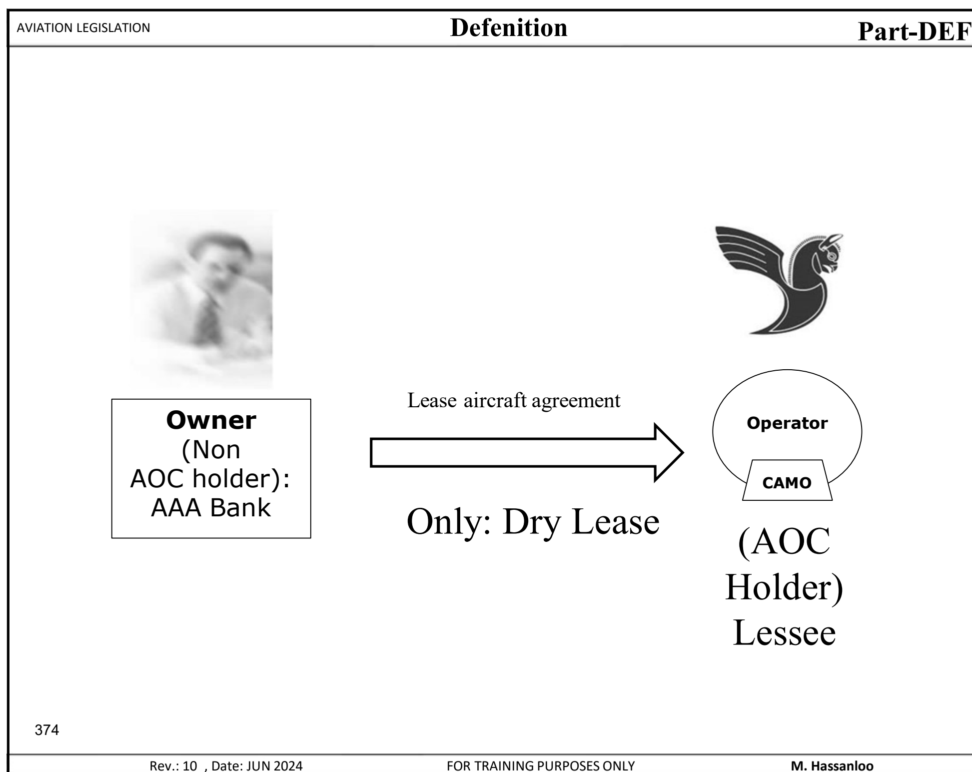
c) ‘**Infant**’ means a person under the age of two years;

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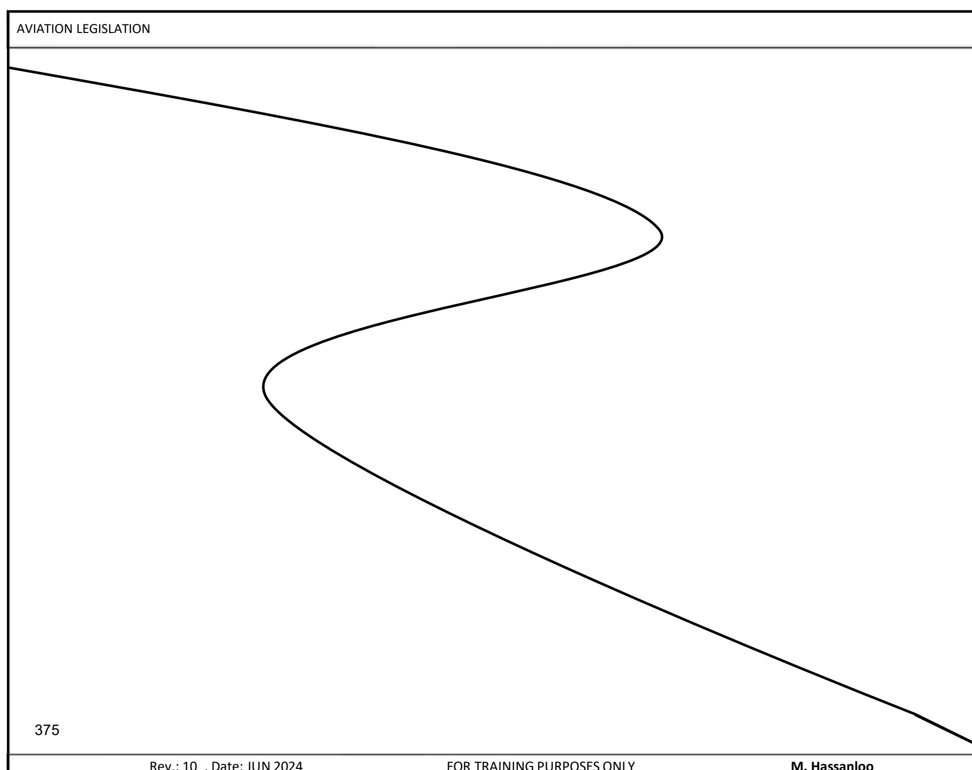
Lease

Wet-in	Wet-out	**Dry-in**	Dry-out
Registered in Other State & Foreign AOC	Registered in Iran & Iranian AOC	**Registered in Other State & Iranian AOC**	Registered in Iran & Foreign AOC

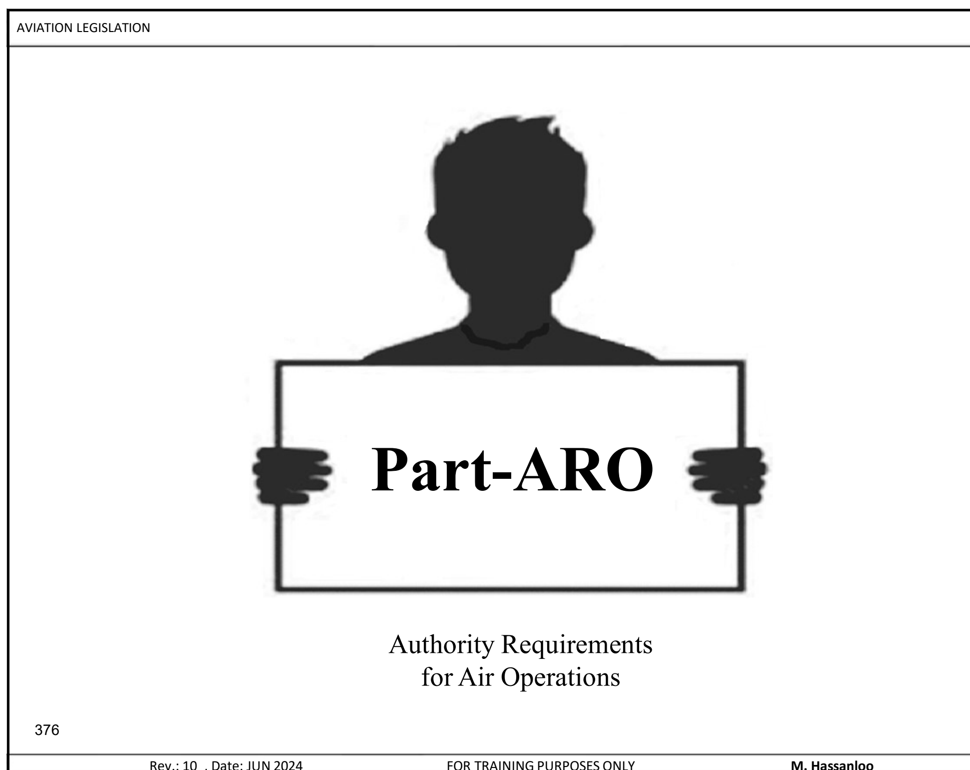
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AVIATION LEGISLATION
Defenition
Part-DEF
Owner
(Non
AOC holder):
AAA Bank
Lease aircraft agreement
Only: Dry Lease
Operator
CAMO
(AOC
Holder)
Lessee
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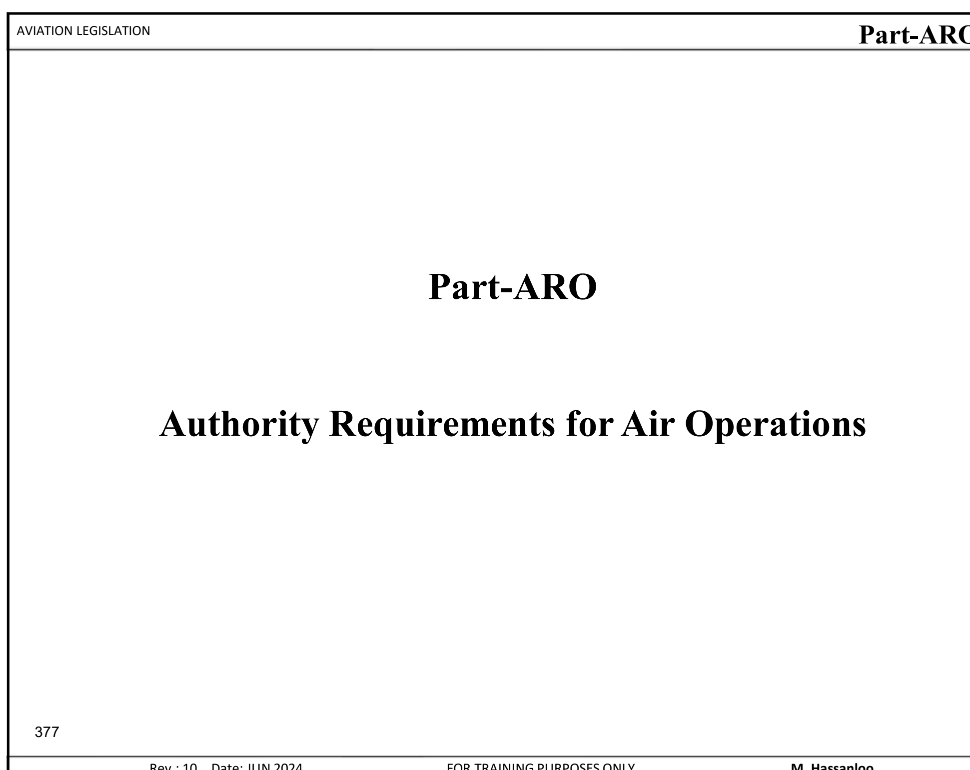
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AVIATION LEGISLATION
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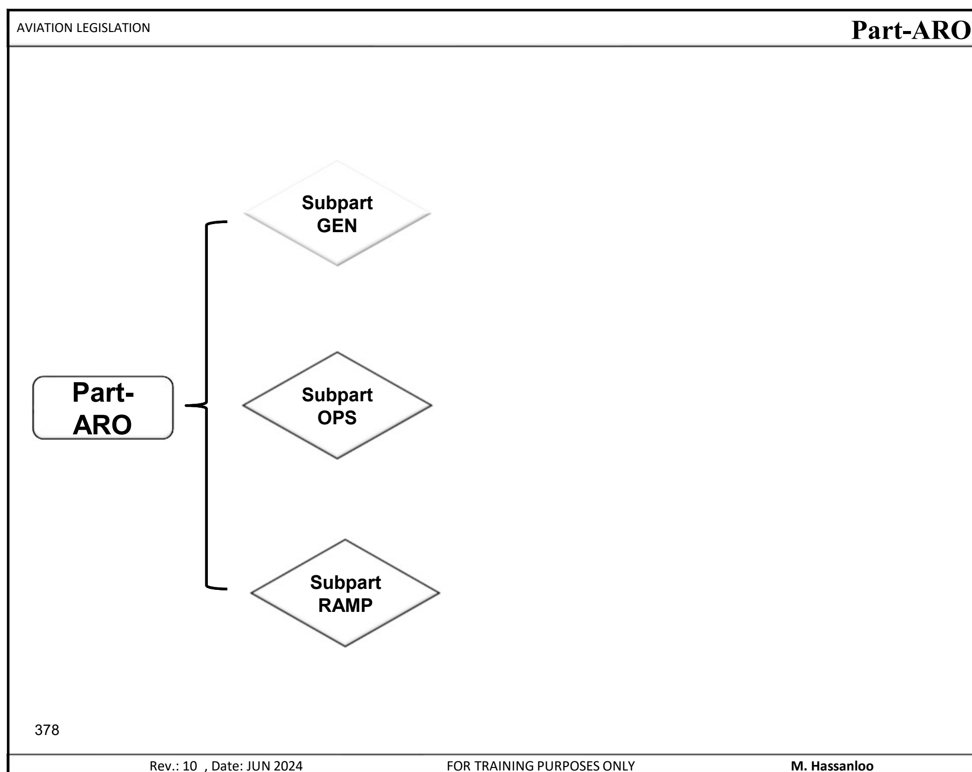
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AVIATION LEGISLATION
Part-ARO
Authority Requirements
for Air Operations
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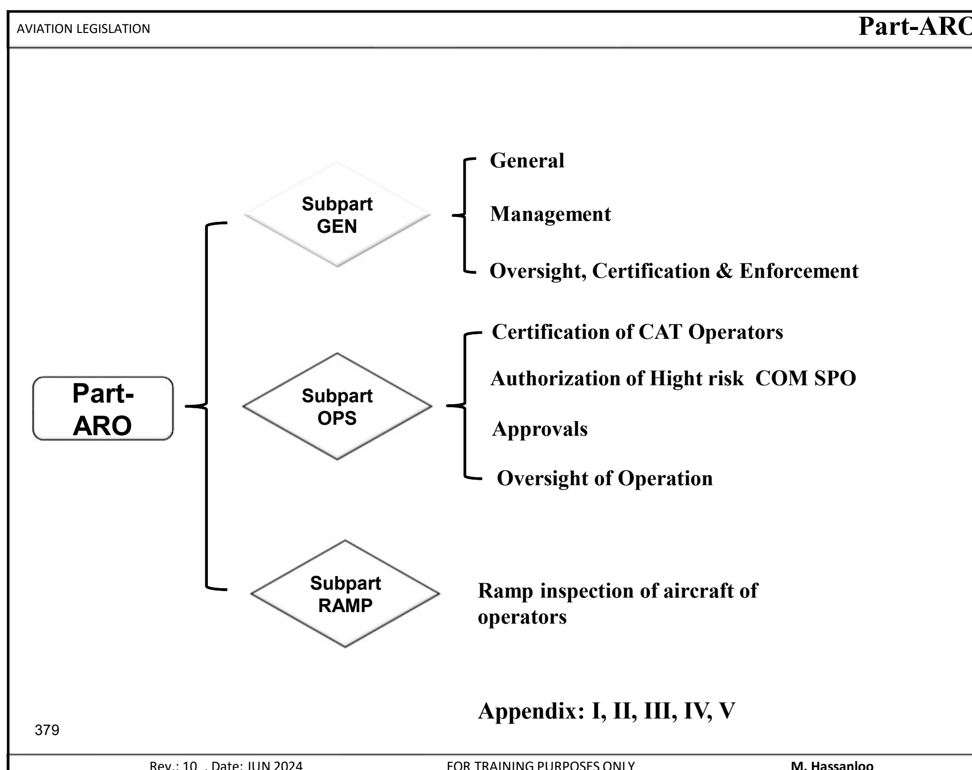
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AVIATION LEGISLATION
Part-ARO
Part-ARO
Authority Requirements for Air Operations
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AVIATION LEGISLATION
Part-ARO
Part-ARO
Subpart GEN
Subpart OPS
Subpart RAMP
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AVIATION LEGISLATION
Part-ARO
Part-ARO
Subpart GEN
General
Management
Oversight, Certification & Enforcement
Subpart OPS
Certification of CAT Operators
Authorization of Hight risk COM SPO
Approvals
Oversight of Operation
Subpart RAMP
Ramp inspection of aircraft of operators
Appendix: I, II, III, IV, V
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FOR TRAINING PURPOSES ONLY
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Part-ORO

ORGANISATION REQUIREMENTS FOR
AIR OPERATIONS

380

Operator responsibilities

a) **The operator is responsible for the operation of the aircraft** in accordance with:

❖ Airworthiness regulation,
❖ Relevant requirements of this part and
❖ Relevant requirements of its AOC or
- Specialized operation authorization (SPO authorization) or
- Declaration.

Operator responsibilities

b) Every flight shall be conducted in accordance with the provisions of the **OM (Operations Manual).**

Operator responsibilities

d) The operator shall ensure that its aircraft are **equipped** and its crews are **qualified** as required for the area and type of operation.

Equipment of aircraft → Area of operation
Equipment of aircraft → Type of operation
Qualification of crew → Area of operation
Qualification of crew → Type of operation

Operator responsibilities

e) The operator shall ensure that all personnel assigned to, or directly involved in, ground and flight operations are **properly instructed**,
have demonstrated their **abilities** in their particular duties and
are aware of their responsibilities and the relationship of such duties to the operation as a whole.

Ground Operations Personnel

Flight Operations Personnel

→ Duties
→ Responsibilities
→ Relationship

Operator responsibilities

g) The operator shall

Ensure that all personnel are made aware that they shall comply with the laws, regulations and procedures of those States in which operations are conducted and that are pertinent to the performance of their duties.

Operator responsibilities

(h) The operator shall establish a **checklist system** for each aircraft type to be used by crew members in all phases of Flight under:

- **Normal conditions,**
- **Abnormal conditions and**
- **Emergency conditions**

to ensure that the operating procedures in the operations manual are followed.

OM → Checklist

Normal conditions, Abnormal conditions and Emergency conditions

AMC1 ORO.GEN.110(e) Operator responsibilities

MEL TRAINING PROGRAMME

(a) The operator should develop a training programme for ground personnel dealing with the use of the **MEL** and detail such training in the CAME (Continuing Airworthiness Maintenance Exposition) and OM as appropriate.

Ground personnel:

- **Maintenance Personnel**
- **Flight Dispatchers** (= Airline dispatcher, Flight follower, Flight operations officer)
- **Operations Officers** (= Flight operations duty officers, Flight operations controllers)

AMC1 ORO.GEN.110(e) Operator responsibilities

MEL TRAINING PROGRAMME ...

Such training programme should include:

(1) Scope, Extent and use of the MEL;
(2) Placarding of inoperative equipment;
(3) Deferral procedures;
(4) Dispatching; and
(5) any other operator's MEL related Procedures

Rectification Intervals

Rectification Intervals	A	B	C	D
Consecutive Calendar Days (excluding the day of discovery)	**No standard Rectification Interval (refer to dispatch conditions)**	**3**	**10**	**120**

AMC1 ORO.GEN.110(e) Operator responsibilities

MEL TRAINING PROGRAMME ...

(b) The operator should develop a training programme for crew members and detail such training in the OM.

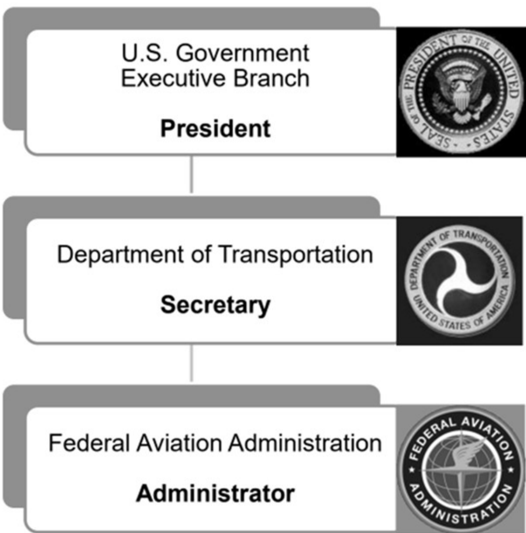
Such training programme should include:

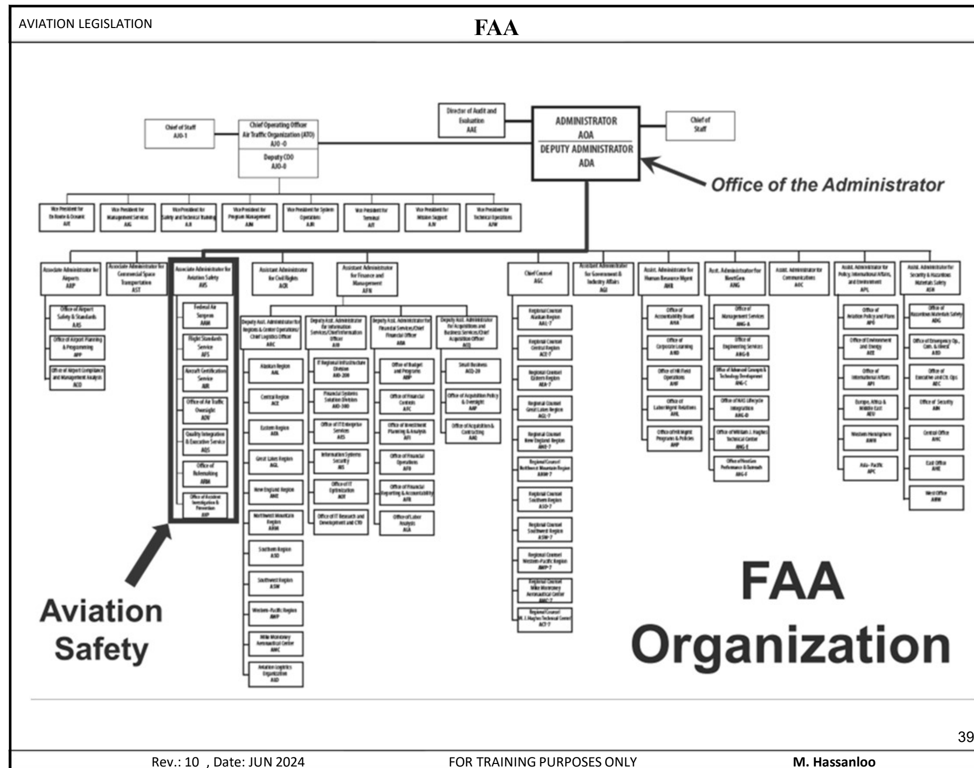
(1) the scope, extent and use of the MEL;
(2) the operator's MEL procedures;
(3) elementary maintenance procedures and
(4) pilot-in-command/commander responsibilities.

FAA


DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WILBUR WRIGHT BUILDING

FAA


U.S. Government
Executive Branch
President
Department of Transportation
Secretary
Federal Aviation Administration
Administrator



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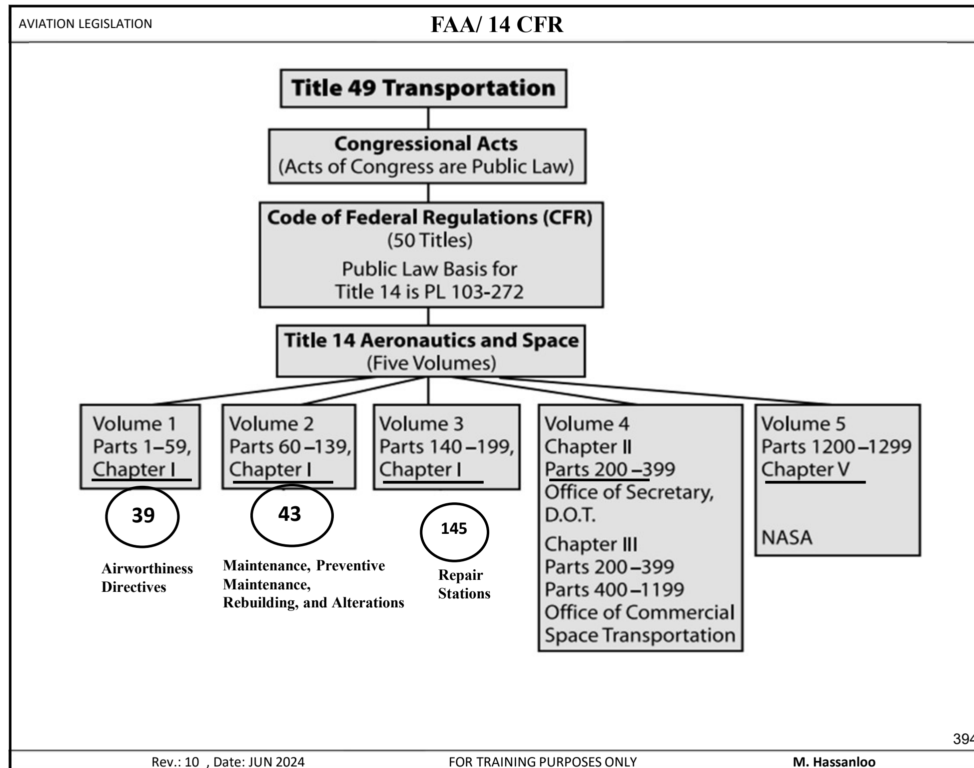
Overview — Title 14 of the Code of Federal Regulations (14 CFR)

The Federal Aviation Administration (FAA) regulations that govern today's aircraft are found in Title 14 of the Code of Federal Regulations (14 CFR).

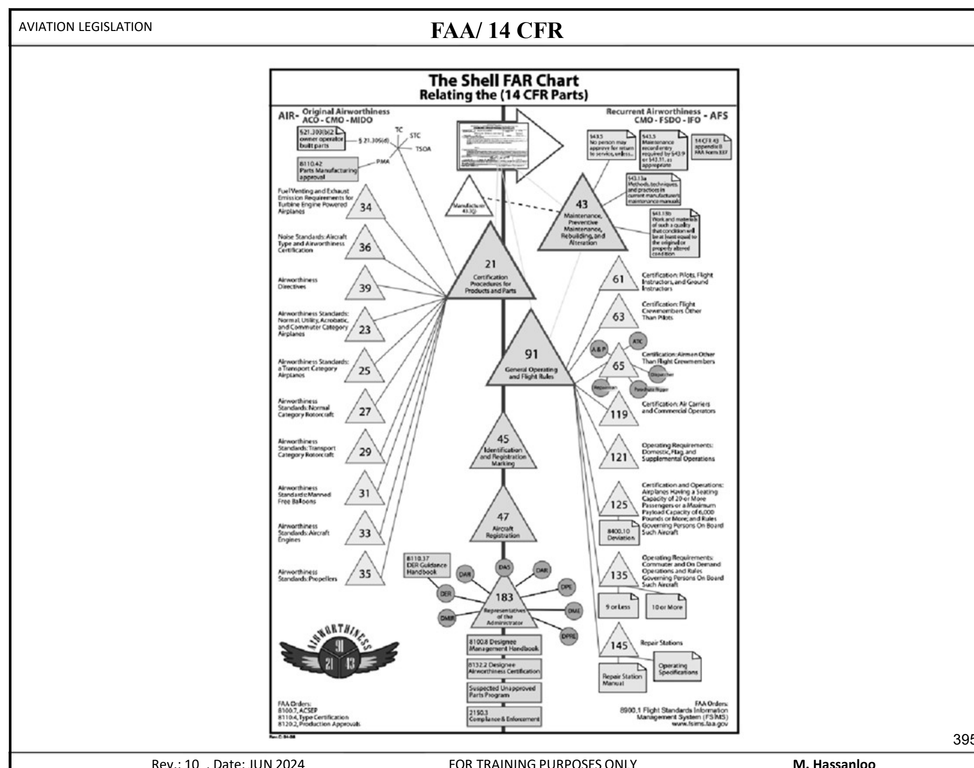
There are 68 regulations organized into three volumes under Title 14, **Aeronautics** and **Space**.

A fourth volume deals with the **Department of Transportation**, and the fifth volume is focused on **NASA**.

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AVIATION LEGISLATION
FAA/ 14 CFR
Title 49 Transportation
Congressional Acts
(Acts of Congress are Public Law)
Code of Federal Regulations (CFR)
(50 Titles)
Public Law Basis for
Title 14 is PL 103-272
Title 14 Aeronautics and Space
(Five Volumes)
Volume 1
Parts 1–59,
Chapter I
Volume 2
Parts 60–139,
Chapter I
Volume 3
Parts 140–199,
Chapter I
Volume 4
Chapter II
Parts 200–399
Office of Secretary,
D.O.T.
Chapter III
Parts 200–399
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Office of Commercial
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Volume 5
Parts 1200–1299
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NASA
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Airworthiness
Directives
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Maintenance,
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145
Repair
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AVIATION LEGISLATION
FAA/ 14 CFR
The Shell FAR Chart
Relating the (14 CFR Parts)
AIR- Original Airworthiness
ACO - CMO - MIDO
Recurrent Airworthiness
CMO - FSDO - IFO - AFS
34
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- Part 1 – Definitions and Abbreviations
- Part 13 – Investigation and Enforcement Procedures
- **Part 21** – Certification Procedures for Products and Parts
- **Part 23** – Airworthiness Standards: Normal, Utility, Acrobatic and Commuter Airplanes
- Part 25 – Airworthiness Standards: Transport Category Airplanes
- Part 27 – Airworthiness Standards: Normal Category Rotorcraft
- Part 29 – Airworthiness Standards: Transport Category Rotorcraft
- Part 33 – Airworthiness Standards: Aircraft Engines
- Part 34 – Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes
- Part 35 – Airworthiness Standards: Propellers
- Part 36 – Noise Standards: Aircraft Type and Airworthiness Certification

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- **Part 39** – Airworthiness Directives
- Part 43 – Maintenance, Preventive Maintenance, Rebuilding, and Alteration
- Part 45 – Identification and Registration Marking
- Part 48 – Registration and Marking Requirements for Small Unmanned Aircraft
- Part 61 – Certification: Pilots, Flight Instructors, and Ground Instructors
- Part 63 – Certification: Flight Crewmembers Other Than Pilots
- Part 65 – Certification: Airmen Other Than Flight Crewmembers
- Part 67 – Medical Standards and Certification
- Part 68 – Requirements for Operating Certain Small Aircraft without a Medical Certificate

FAA/ 14 CFR

- Part 71 – Designation of Class A, Class B, Class C, Class D, and Class E Airspace Areas; Airways; Routes; and Reporting Points
- Part 73 – Special Use Airspace
- Part 91 – General Operating and Flight Rules
- Part 97 – Standard Instrument Approach Procedures
- Part 101 – Moored Balloons, Kites, Unmanned Rockets, Unmanned Free Balloons, and Certain Model Aircraft
- Part 103 – Ultralight Vehicles
- Part 105 – Parachute Operations
- Part 107 – Small Unmanned Aircraft Systems
- **Part 117** – Flight and Duty Limitations and Rest Requirements: Flight crew Members
- **Part 119** – Certification: Air Carriers and Commercial Operators
- **Part 121** – Operating Requirements: Domestic, Flag, and Supplemental Operations
- Part 125 – Certification and Operations: Airplanes Having a Seating Capacity of 20 or More Passengers or a Payload Capacity of 6,000 Pounds or More

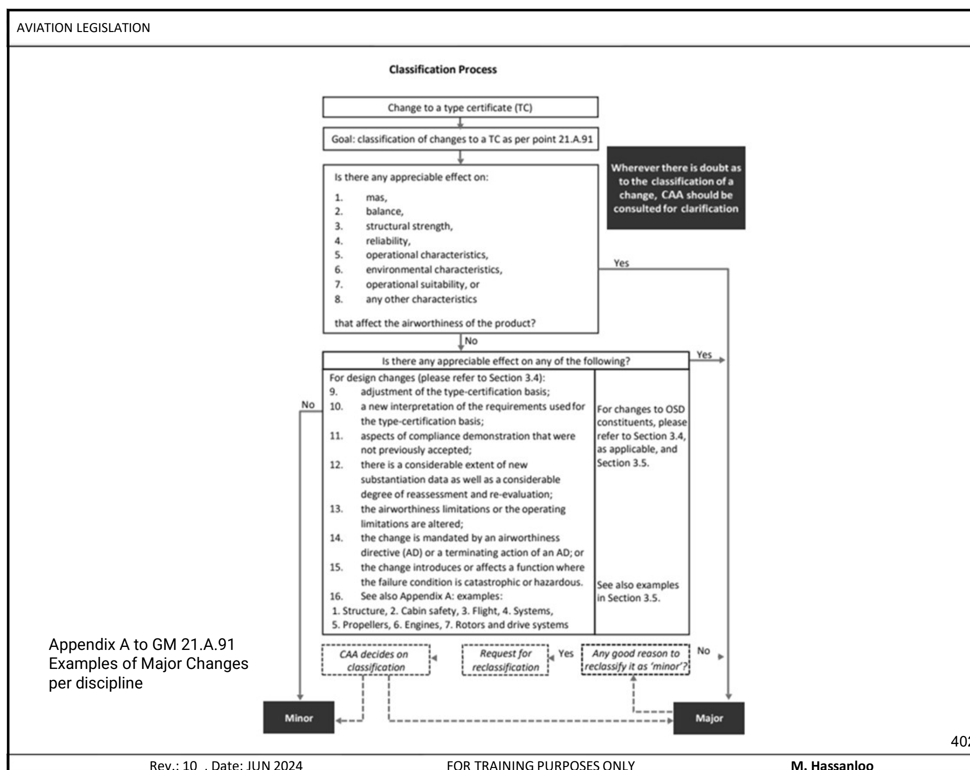
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- Part 129 – Operations: Foreign Air Carriers and Foreign Operators of U.S. Registered Aircraft Engaged in Common Carriage
- Part 133 – Rotorcraft External-Load Operations
- Part 135 – Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons on Board Such Aircraft
- Part 136 – Commercial Air Tours and National Parks Air Tour Management
- Part 137 – Agricultural Aircraft Operations
- Part 139 – Certification of Airports
- Part 141 – Flight Schools
- Part 142 – Training Centers
- Part 145 – Repair Stations
- Part 147 – Aviation Maintenance Technicians Schools
- Part 183 – Representatives of The Administrator
- Part 298 – Exemptions for air taxi and commuter air carrier operations

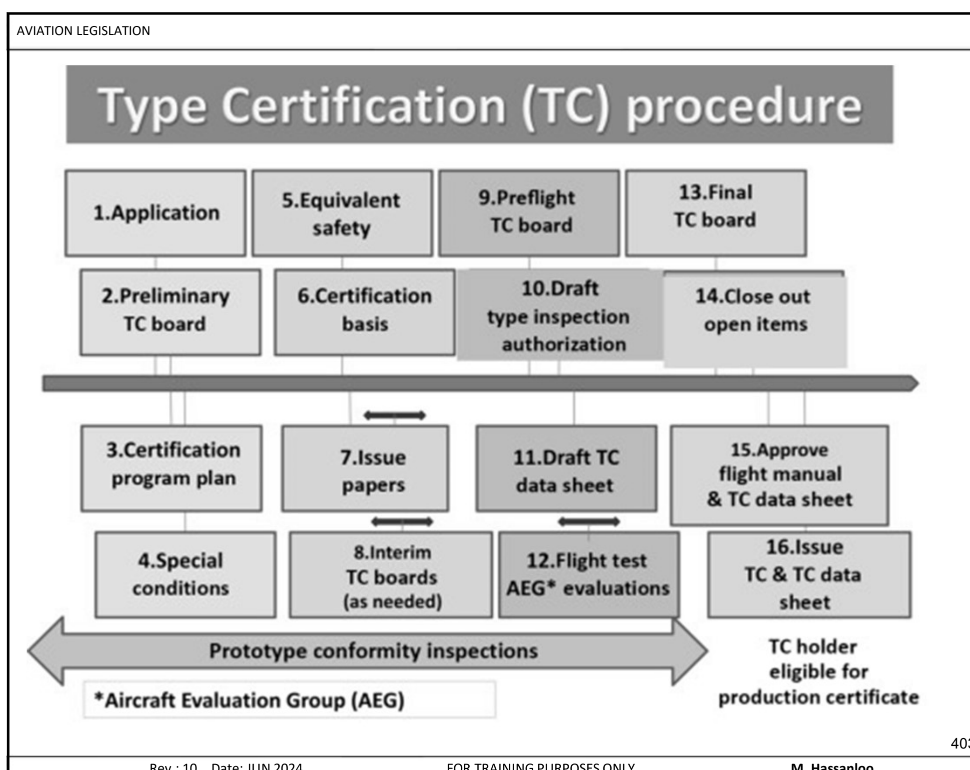
Part-66
MODULE 10. AVIATION LEGISLATION:

10.1 Regulatory Framework
10.2 Certifying Staff — Maintenance
10.3 Approved Maintenance Organisations
10.4 Air operations
10.5 Certification of aircraft, parts and appliances
10.6 Continuing airworthiness
10.7 Applicable National and International Requirements for
(MP, ETOPS, All Weather Operations)

Question?


AVIATION LEGISLATION
Classification Process
Change to a type certificate (TC)
Goal: classification of changes to a TC as per point 21.A.91
Wherever there is doubt as to the classification of a change, CAA should be consulted for clarification
Is there any appreciable effect on:
1. mas,
2. balance,
3. structural strength,
4. reliability,
5. operational characteristics,
6. environmental characteristics,
7. operational suitability, or
8. any other characteristics
that affect the airworthiness of the product?
Yes
No
Is there any appreciable effect on any of the following?
Yes
For design changes (please refer to Section 3.4):
9. adjustment of the type-certification basis;
10. a new interpretation of the requirements used for the type-certification basis;
11. aspects of compliance demonstration that were not previously accepted;
12. there is a considerable extent of new substantiation data as well as a considerable degree of reassessment and re-evaluation;
13. the airworthiness limitations or the operating limitations are altered;
14. the change is mandated by an airworthiness directive (AD) or a terminating action of an AD; or
15. the change introduces or affects a function where the failure condition is catastrophic or hazardous.
16. See also Appendix A: examples:
1. Structure, 2. Cabin safety, 3. Flight, 4. Systems,
5. Propellers, 6. Engines, 7. Rotors and drive systems
For changes to OSD constituents, please refer to Section 3.4, as applicable, and Section 3.5.
See also examples in Section 3.5.
No
Appendix A to GM 21.A.91
Examples of Major Changes
per discipline
CAA decides on classification
Request for reclassification
Yes
Any good reason to reclassify it as 'minor'?
No
Minor
Major
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AVIATION LEGISLATION
Type Certification (TC) procedure
1.Application
5.Equivalent safety
9.Preflight TC board
13.Final TC board
2.Preliminary TC board
6.Certification basis
10.Draft type inspection authorization
14.Close out open items
3.Certification program plan
7.Issue papers
11.Draft TC data sheet
15.Approve flight manual & TC data sheet
4.Special conditions
8.Interim TC boards (as needed)
12.Flight test AEG* evaluations
16.Issue TC & TC data sheet
Prototype conformity inspections
TC holder eligible for production certificate
*Aircraft Evaluation Group (AEG)
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